



U.S. Department
of Transportation
**Federal Aviation
Administration**



SDR Summary

Service Difficulty Reporting

April 26, 1998 - May 2, 1998

AIR CARRIER, ZAC-326

You can improve Air Safety by reporting the problem when you see it!

SECTION

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- II Domestic Service Difficulty Report
- III International Service Difficulty Report
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- V Index By Aircraft Make and Model
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ISSUE: 98-18



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SDR SUMMARY

Air Carrier, ZAC-326



This summary includes domestic (United States) Service Difficulty Reports (SDRs) (which are the same as mechanical reliability reports or MRRs) entered into the data base for aircraft weighing over 12,500 lbs. All helicopter are excluded from this report (see the General Aviation SDR Summary, ZAC-327). A separate section for International SDRs for aircraft weighing over 12,500 lbs. has also been included. Under a data exchange agreement, International SDRs are submitted to the FAA by the Civil Aviation Authority of other countries (currently, Canada - CAN, and Australia - AUS). All reports are sorted by aircraft make, model group (basic model), and Joint Aircraft System/Component (JASC) code. Within each aircraft model group, the specific model shown may vary, but similar types of reports will be grouped together and listed in ascending order by their JASC code. Each field contains all information submitted to the FAA. Some fields are not included in order to make the summary easier to read. Reports of significance are highlighted with a star border. Additional information may be obtained by referring to the "operator control number." Send your request to the Aviation Data Systems Branch, AFS-620 at the address or phone below.

The Regulatory Support Division (AFS-600) has established a "HomePage" on the Internet through which the same information is available. There is a large quantity of other information available through the AFS-600 HomePage such as the most current SDR system codes (i.e., Joint Aircraft System\Component Codes). The SDR Question and Answer Section of the Summary will also be transferred to the AFS-600 HomePage to simplify the process of preparing the SDR Summaries in the PDF format each week. There are "hot buttons" to take you to other locations and sites where FAA Flight Standards Service Information is available. The AFS-600 "HomePage" address is:

<http://www.mmac.jccbi.gov/afs/afs600>

“The Service Difficulty Reports in this publication are derived from unverified information submitted by the aviation community without FAA verification for accuracy. The number of SDRs submitted is not an indication of the mechanical reliability or fitness of an airline or individual operator, and the information should not be used as such.”

Comments are welcomed and may be directed to:

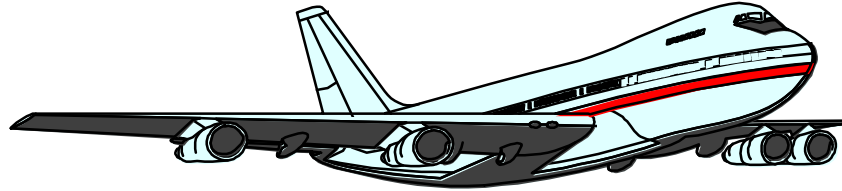
*Federal Aviation Administration
Aviation Data Systems Branch, AFS-620
P.O. Box 25082
Oklahoma City, OK 73125-5029
Phone: (405) 954-4171, Fax: (405) 954-4748*

Your continued participation is essential and is an integral part of ensuring aviation safety. Thank you for supporting the Service Difficulty Program! If you have any questions regarding this special notice you can contact John Jackson at (405) 954-6486, or Jim Gillespie at (405) 954-1141, or Blake McDonald at (405) 954-0307 in the Aviation Data Systems Branch (AFS-620). Their E-mail addresses are:

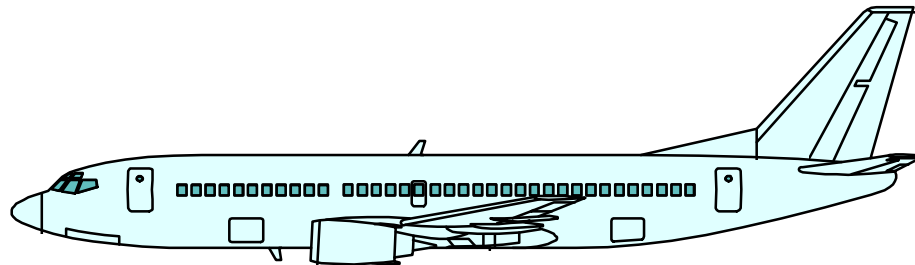
john_e_jackson@mmacmail.jccbi.gov

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SIGNIFICANT OCCURRENCE REPORT





U.S. Department
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THE SIGNIFICANT OCCURRENCE REPORT



The Significant Occurrence Report is a compilation all of the star bordered reports that appear in the Air Carrier Service Difficulty Report (SDR) Summary, ZAC-326. The Significant Occurrence Report is used to highlight industry problem areas to field inspectors and the aviation public.

Limited analysis is performed by the Aviation Data Systems Branch, AFS-620 during the preparation of the "Significant Occurrence Report", which is generated each week and is included in the front of the Air Carrier SDR Summary. Significant Reports are hand selected by AFS-620's inspectors based on the individual merit of each report. The criteria for selection includes, but is not limited to, items that indicate high failure rates; items related to accidents or incidents; or design or maintenance failures which may affect the safe operation of the aircraft.

In some cases, this limited analysis of SDR data leads to the preparation of information bulletins which are routed to the appropriate product certification office for further investigation of the problem. The end result may be the issuance of an airworthiness directive (AD) by the Aircraft Certification Service (AIR) if warranted.

The Significant Occurrence Report (section I) of the weekly SDR Summary is not intended to be a summary of all significant events and should not be used as such. We recommend that you review further the applicable sections of the SDR summary that may be of interest.

Immediately following the Significant Occurrence Reports is the Significant Occurrence Report Index. This index provides a historical perspective to the selected Significant Occurrences Reports, and can be useful in helping to identify potential trends. All SDR's with the same part number are compiled; sorted by year and aircraft model; and then the totals are calculated for each part number. Remember, the index includes part numbers of the suspect "Part" causing the problem, only if the part number is provided in the current week's star bordered SDR's.

SIGNIFICANT OCCURRENCE REPORT

4/26/98 - 5/2/98 ISSUE: 98-18 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
7230 FDEA *****	654FE 738	AIRBUS A300F4605R				COMPRESSOR	FAILED NR 2 ENGINE	3/17/98 98FDEA00202	
REJECTED T/O AT APPROX 120KTS, (18R MEM) DUE TO FIRE ON NR 2 ENGINE. AFTER BOTH BOTTLES WERE FIRED THE FIRE WENT OUT. A/C NOT EVACUATED, EMERG CREW CONFIRMED NO FURTHER SMOKE. FOUND HOLE BURNT THROUGH REAR COMPRESSOR STAGE AT 8 0'CLOCK FUEL NOZZLE POSITION.									
7830 REXA *****	302PX 661	BAG JETSTM3101				TR LINKAGE	OUT OF ADJUST RT ENGINE	6/28/97 REXA97179	
RIGHT ENGINE FLAMED OUT ON LANDING AFTER COMING OUT OF DEEP REVERSE. PULLED T-HANDLES AND FOLLOWED CHECKLIST. FLAME WAS OBSERVED IN ENGINE INLET. ENGINE WAS FOUND TO BE OUT OR RIG IN REVERSE. RIGGED REVERSE LINKAGE. (M)									
3246 GUUA *****	188GA UB14	BEECH 1900				WHEEL 40273	MISSING NR 2	12/1/97 98ZZZM219	
FLT 7413 - MIA-FPO - AFTER LANDING IN FPO DISCOVERED NR 2 WHEEL ASSEMBLY MISSING. INSPECTED AIRCRAFT FOUND BOTH BEARINGS, HOLD DOWN NUT, AND COTTER PIN INSTALLED ON AXLE. NO REMAINS OF RIM OR TIRE. INSPECTED AXLE ASSEMBLY, DETERMINED TO BE SERVICEABLE IAW CMM. INSTALLED SERVICEABLE IAW CMM. INSTALLED SERVICEABLE NR 2 WHEEL ASSY. REPLACED SQUAT SWITCH ARM AND PERFORMED GEAR SWINGS. (M)									
5210 MASA *****	5YV UE5	BEECH 1900D				SEAL 129400371	FAILED AIRSTAIR DOOR	2/16/98 MASA98028	
FLT 5288 - PBI-TLH - AT APPROXIMATELY 20,000 FEET, THE CREW HEAR A SHORT BURST FOLLOWED BY IMMEDIATE DECOMPRESSION. THE CREW DECLARED AN EMERGENCY AND EXECUTED A DESCENT TO 10,000 FEET. DURING THE DESCENT THE CREW COULD NOT GET OXYGEN TO FLOW TO THE MASKS UNTIL REACHING 10,000 FT. AIRCRAFT RETURNED TO THE FIELD. MAINTENANCE FOUND THE PASSENGER DOOR SEAL FROM THE TOP TO APPROXIMATELY HALF WAY DOWN HAD FAILED. MAINTENANCE REPLACED THE DOOR SEAL. THE OXYGEN SYSTEM WAS TROUBLESHOT, NO DISCREPANCIES WERE NOTED. OPS CHECK GOOD. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
2210 GAIA *****	855AA 20996	BOEING 727223				YAW DAMPER	MALFUNCTIONED AUTOPILOT	2/9/98 GAIA9818	
EN ROUTE FROM MSP TO TOL, FLT CREW REPORTES AT FL 370 AIRCRAFT YAWED BACK AND FORTH. CONTINUED YAWING UNITL DESCENT TO FL 210. NO WARNING LIGHTS ILLUMINATED. APPEARED TO BE YAW DAMPER PROBLEM. POSSIBLE LOOSE RUDDER LINKAGE DECLARED IFE. PERFORMED YAW DAMPER CHECK AND TEST. BOTH YAW DAMPER UNITS TEST NORMAL. CHECKED UPPER AND LOWER RUDDER FOR FAIR IN SLIP STREAM. CHECKED FOR LOOSE LINKAGE, WITH NO DEFECTS FOUND. RUDDER SYSTEM CHECKS NORMAL AND AIRCRAFT RETURNED TO SERVICE. (M)									
7261 P5CA *****	857FT 20246	BOEING 747132	PWA JT9D7AH			SEAL	MISINSTALLED NR 1 ENGINE	11/3/97 P5CA9701815	
ENGINE SHUT DOWN AT 21,000 FEET DUE TO LOSS OF NR 1 ENGINE OIL QUANTITY AND LOSS OF OIL PRESSURE WITH INCREASE IN OIL TEMPERATURE OF APPROXIMATELY 25 DEGREES. FOUND NR 1 ENGINE DRIVEN PUMP DEACTIVATED WITH KIT. DRIVE SEAL LINE IN CASE NOT PROPERLY REMOVED AND CAPPED. REPLACED ENGINE DRIVEN PUMP PER BOEING MAINTENANCE MANUAL 29-22-05. PER 72-00-00 CHECKED OIL SCREENS AND CHIP DETECTORS. RESERVICED WITH OIL LEAK CHECK GOOD. NO DISCREPANCIES NOTED, ENGINE RETURNED TO SERVICE.									
7603 NWAA *****	642NW 21942	BOEING 747212B	PWA JT9D7Q			COUPLING SCREW	BROKEN NR 4 ENGINE	2/13/98 9802736642	
AT START OF TAKEOFF ROLL, THE NR 4 ENGINE DID NOT ACCELERATE OR RESPOND TO POWER LEVER INPUTS. THE TAKEOFF WAS ABORTED AND RETURNED TO THE GATE. MAINTENANCE FOUND A BROKEN COUPLING SCREW IN THE STRUT AREA. REPLACED THE SCREW AND A FUNCTIONAL TEST OF THE THRUST LEVER SYSTEM PER MM 76-11-06 WAS NORMAL.									
7320 AALA *****	640A 24598	BOEING 757223	RROYCE RB211535E4			GOVERNOR FFG021BH	DEFECTIVE LT ENGINE	5/14/97 AALA970910	
MCO - FLT 638 - DURING APPROACH TO MCO, LEFT ENGINE FLAMEOUT 500 FEET BEFORE LANDING. ACCOMPLISHED ABNORMAL PROCEDURES AND AIRCRAFT LANDED WITHOUT INCIDENT. REPLACED LEFT ENGINE FUEL FLOW GOVERNOR, TRANSIENT PRESSURE UNIT, BLEED VALVE CONTROL UNIT, IP BLEED VALVE, AND IP SOLENOID VALVE. ACCOMPLISHED GROUND ENGINE RUN WITH NO DEFECTS FOUND. SYSTEM LEAK AND GROUND CHECKED NORMAL OPERATION. (M)									

***** DENOTES SIGNIFICANT OCCURRENCE

SIGNIFICANT OCCURRENCE REPORT (cont'd)

4/26/98 To 5/2/98 ISSUE: 98-18 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
7320 DALA	128DL 24078	BOEING 767332	GE CF680A2			FUEL LINE	LOOSE NR 1 ENGINE	24239	2/8/98 DL76S980333
*****	ON DESCENT AT FL200 WITH ENGINE ANTI-ICE TURNED ON AND AUTO THROTTLES ENGAGED RT ENGINE ADV TO FULL POWER AND LT ENGINE REMAINED AT IDLE. N1 COMMAND BUG SHOWED FULL POWER REQUESTED ENGINE STAYED AT IDLE. MAINT FOUND FUEL LINE CONN AT FUEL FLOW METER LOOSE AND LEAKING. REINSTALLED MOUNT BOLTS AND SAFETIED PER M/M. MOTORED ENG NO FURTHER LEAKS RAN ENG PER PFHB IND NORM.								
7200 FDEA	053FE 47807	DOUG DC1010F				ENGINE	FLAME OUT NR 3		3/15/98 98FDEA00201
*****	IN LEVEL CRUISE AT FL350 AND APPROX M.83 NR 3 ENG APPEARED TO FLAMEOUT. ENG INDICATORS STABILIZED AT APPROX N1 33 PERCENT, EGT 530, NR 65 PERCENT, F/F 600. RED TAB CK LIST ACCOMPLISHED AND ENG RESTARTED AT FL 280. INSP INT AND EXH BOTH CK'D GOOD. FOUND VSV FEEDBACK CABLE OUT OF LIMITS. REMOVED AND REPLACED SAME PER M/M 75-31-01. CK'D CDP LINES FOR BLOCKAGE AND PERFORMED MAX PWR RUN PER JRH. ALL PARAMETERS NORMAL.								
3246 DHLA	801DH 46033	DOUG DC873				WHEEL 26014112	MISSING NR 2 MLG		4/7/98 DHL98801003
*****	WHILE RETURNING TO RAMP, AIRCRAFT GROUND HANDLING BECAME ABNORMAL. INSPECTION REVEALED NUMBER 2 TIRE MISSING AND NUMBER 1 TIRE FAILED. REMOVED AND REPLACED NUMBER 1 AND NUMBER 2 MAIN WHEEL ASSY AND NR 2 WHEEL TRANSDUCER.								
7200 ORJA	881RA 49941	DOUG DC983	PWA JT8D219			ENGINE	FAILED LEFT		5/6/97 ORJA9765
*****	TAKEOFF ABORTED, A/C RETURNED TO GATE. DURING TAKEOFF ROLL, POWER WAS ADVANCED REACHED TO THRUST NOTED HIGH EGT LEFT ENGINE. ANOTHER AIRCRAFT REPORTED SPARKS COMING OUT REAR OF LEFT ENGINE. REAR FLIGHT ATTENDANT REPORTED HEARING LOUD 'POP' DURING INITIAL TAKEOFF ROLL. REMOVED AND REPLACED NR 1 ENGINE IAW RENO WORKCARD 0099. PERFORMED ENGINE RUNUP AND TRIM PER MM 71-00-00. ALL PARAMETERS WITHIN LIMITS. (M)								
7510 USAA	863US 11303	FOKKER F28MK0100	RROYCE TAYMK65015			SHUTOFF VALVE 40E183	INOPERATIVE RT ENGINE		1/19/98 USAAF98008
*****	GSO - FLT 875 - FLT EN ROUTE RIC TO CLT, WHEN NR 2 ENGINE ANTI-ICE FAILURE OCCURRED. CREW RESET CIRCUIT BREAKER AND IT POPPED. DUE TO WEATHER CONDITIONS IN CLT, FLIGHT DIVERTED TO GSO. FLT LANDED GSO WITHOUT FURTHER INCIDENT. MAINTENANCE REPLACED RIGHT ENGINE ANTI-ICE VALVE. OPS AND LEAK CHECK OK PER MM 30-21-01 400-814-A. (M)								
7250		GULSTM G159	RROYCE DART5298X			TURBINE BLADE	FAILED NR 1 ENGINE	20404 3495	10/7/97 CA971110008
*****	(CAN) DURING MAINTENANCE RUN-UP, THE NR 1 ENGINE VIBRATION BEGAN TO INCREASE. THE NR 1 ENGINE WAS SHUTDOWN. INSPECTION FOUND A HOLE IN THE LOWER TURBINE CASE, WHICH INDICATED A TURBINE BLADE, OR BLADES, HAD FAILED AND EXITED THROUGH THE CASE. THERE WAS NO AIRFRAME DAMAGE. THE ENGINE HAS BEEN REMOVED AND IS BEING SENT FOR INVESTIGATION AND REPAIR. PART TC: 21,407.								
7230 CKSA	103CK 293C1212	LKHEED 1011385115	RROYCE RB211524B02			BLADE	DAMAGED NR 2 ENGINE		2/12/98 CKSA98091
*****	AFTER TAKEOFF, NR 2 ENG HAD A LARGE COMPRESSOR STALL WITH A 40 FT TO 50 FT. REPORTED FLAME OUT THE TAIL, OBSERVED BY TOWER, OTHER ACFT AND GROUND PERSONNEL. TGT = 860, ALL OTHER PARAMETERS WITHIN LIMITS. FIRM 71-23-17-02. PERFORMED BORESCOPE INSPECTION ON ENGINE NR 2. LP COMPRESSOR HAS MANY BLADE TIPS DAMAGED ALL WITHIN LIMITS. HP COMPRESSOR HAS FEW BLADE TIPS DAMAGED ALL WITHIN LIMITS. COMBUSTION CAN AND HPT BLADES HAVE NO OBVIOUS DAMAGE IAW MM 72-00-00.								

(End of SIGNIFICANT OCCURRENCE REPORT)

FEDERAL AVIATION ADMINISTRATION
SIGNIFICANT OCCURRENCE REPORT INDEX

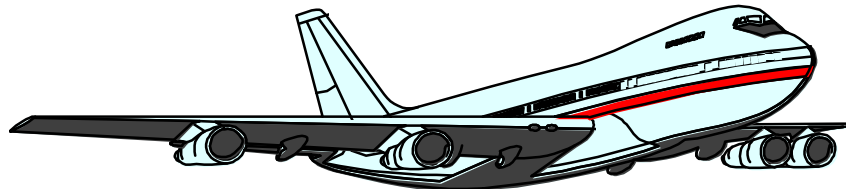
Showing Specific Part Numbers and Aircraft Model by Year

FOR THE PERIOD OF: 4/26/98 To 5/2/98

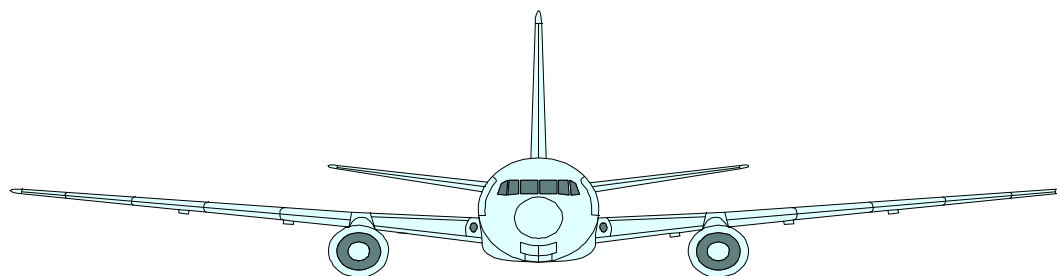
<u>PART NUMBER</u>			<u>YEAR</u>											
<u>PART NAME</u>	<u>ACFT MODEL</u>	<u>TOTAL</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>
04320049														
BRACKET	152	<u>1</u>	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 04320049 -----		<u>1</u>	-	-	-	-	-	-	-	-	-	-	-	1
08421022														
BELLCRANK IDLER	320B	<u>1</u>	-	-	-	-	-	-	-	-	-	-	1	-
TOTAL of # 08421022 -----		<u>1</u>	-	-	-	-	-	-	-	-	-	-	1	-
129400371														
SEAL	1900D	<u>1</u>	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 129400371 -----		<u>1</u>	-	-	-	-	-	-	-	-	-	-	-	1
26014112														
NR 8 WHEEL ASSY	DC873F	<u>1</u>	-	-	-	-	-	-	-	-	1	-	-	-
TIRE	DC863F	<u>1</u>	-	-	-	-	-	-	-	-	-	1	-	-
	DC873F	<u>1</u>	-	-	-	-	-	-	-	-	-	-	-	1
TIRES	DC873F	<u>1</u>	-	-	-	-	-	-	-	-	1	-	-	-
WHEEL	DC873	<u>1</u>	-	-	-	-	-	-	-	-	-	-	-	1
WHEEL ASSEMBLY	DC863	<u>1</u>	-	-	-	-	-	1	-	-	-	-	-	-
WHEEL ASSY	DC863F	<u>1</u>	-	-	-	-	-	-	1	-	-	-	-	-
TOTAL of # 26014112 -----		<u>7</u>	-	-	-	-	-	1	1	-	2	1	-	2
40273														
WHEEL	1900	<u>1</u>	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 40273 -----		<u>1</u>	-	-	-	-	-	-	-	-	-	-	-	1
40E183														
SHUTOFF VALVE	F28MK0100	<u>1</u>	-	-	-	-	-	-	-	-	-	-	-	1
SHUTOFF VLV	F28MK0100	<u>1</u>	-	-	-	-	-	-	-	1	-	-	-	-

FAA SIGNIFICANT OCCURRENCE REPORT INDEX 4/26/98 To 5/2/98 (cont'd)

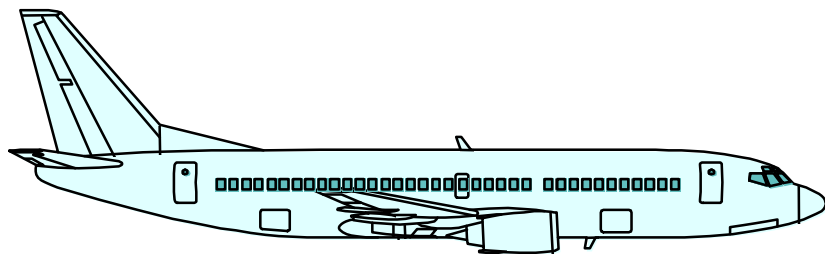
<u>PART NUMBER</u>		<u>YEAR</u>													
<u>PART NAME</u>	<u>ACFT MODEL</u>	<u>TOTAL</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>	
TOTAL of # 40E183 - - - - -		2	-	-	-	-	-	-	-	1	-	-	-	1	
FFG021BH															
FUEL FLOW GOV	7572G7	1	-	-	-	-	-	-	-	-	-	-	1	-	
FUEL GOVERNOR	757223	1	-	-	-	-	-	-	-	-	-	1	-	-	
GOVERNOR	757223	1	-	-	-	-	-	-	-	-	-	-	-	1	
TOTAL of # FFG021BH - - - - -		3	-	-	-	-	-	-	-	-	-	1	1	1	
TOTAL for ALL (16) PART NUMBERS: - - - -		16	-	-	-	-	-	1	1	1	2	2	2	7	
END OF SIGNIFICANT OCCURRENCE REPORT INDEX															



DOMESTIC



SERVICE DIFFICULTY REPORT



DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY**4/26/98 - 5/2/98 ISSUE: 98-18 ZAC-326**

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
2520 SCNA						SEAT BELT BUCKLE 96003	DAMAGED CABIN		1/28/98 SCNA98024
SEAT BELT BUCKLE REJECTED AT SHOP VISIT. LOCKING MECHANISM NOT WORKING/DAMAGED. REPLACED BUCKLE.									
2612 RAIA	426TE 228	AEROSP ATR42300				DIODE 23VU	FAILED FIRE PANEL		3/31/98 RAIA980321
FLT 7136 - STL - BOTH BOOST PUMP INDICATORS SHOWING OPEN AND CLOSED, LEFT ENGINE FIRE DETECTION A/B LOOPS FAULTED. MAINTENANCE INSPECTED AND REPLACED PANEL 23VU DUE TO DIODE FAILURE. (M)									
3260 C2XA	17448 506	AEROSP ATR42500				CONNECTOR E0052R10B6SNE	DIRTY LT MLG		3/9/98 C2XA98IA071
IAH - FLT 3853 - DURING FLIGHT, CREW REPORTED THE LANDING GEAR CYCLED BEFORE IT WOULD RETRACT. MAINTENANCE CLEANED THE LEFT MAIN LANDING GEAR UPLOCK BOX CANNON PLUG AND THE AIRCRAFT WAS RELEASED FOR RETURN TO SERVICE. (X)									
3260 C2XA	17448 506	AEROSP ATR42500				WIRE 32316040CF24	CHAFED LT MLG		3/9/98 C2XA98IA072
IAH - FLT 3857 - DURING FLIGHT, CREW REPORTED THE LEFT MAIN LANDING GEAR NR 1 SYSTEM UNLOCK LIGHT ILLUMINATED IN-FLIGHT. MAINTENANCE REPAIRED A CHAFED WIRE ON THE LEFT MAIN LANDING GEAR UPLOCK BOX AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (X)									
3260 C2XA	17448 506	AEROSP ATR42500				SWITCH D228830001	INOPERATIVE LT MLG		3/10/98 C2XA98IA073
IAH - FLT 3876 - DURING FLIGHT IN BPT, THE CREW REPORTED THE LEFT MAIN LANDING GEAR SYSTEM NR 2 UNLOCK LIGHT ILLUMINATED IN-FLIGHT. THE AIRCRAFT WAS RELEASED TO SERVICE UNDER MEL. MAINTENANCE AT IAH SUBSEQUENTLY REMOVED AND REPLACED THE LEFT MAIN LANDING GEAR SYSTEM 2 PROXIMITY SWITCH AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (X)									
3350 C2XA	42836 200	AEROSP ATR42320				BULB 44	FAILED CABIN		2/11/98 C2XA98BT007
EWR - FLT 3685 - ARRIVED NEWARK, REPORTING THAT BOTH THE EMERGENCY LIGHT ON THE MAIN CABIN DOOR STEP AND THE EMERGENCY LIGHT FOR THE SERVICE DOOR WERE INOPERATIVE. MAINTENANCE REMOVED AND REPLACED THE MAIN DOOR STEP BULB AND THE SERVICE DOOR EMERGENCY LIGHT BULB, AND OPERATIONALLY CHECKED THE SYSTEM GOOD. (M)									
3350 C2XA	19812 99	AEROSP ATR42320				BULB 44	FAILED CABIN		2/11/98 C2XA98BT008
EWR - FLT 3440 - ARRIVED NEWARK REPORTING THA MAIN CABIN DOOR AND CARGO DOOR EMERGENCY LIGHTS WERE INOPERATIVE. MAINTENANCE REMOVED AND REPLACED BOTH THE MAIN CABIN DOOR AND CARGO DOOR EMERGENCY LIGHT BULBS, AND OPERATIONALLY CHECKED THE ITEMS GOOD. (M)									
3350 C2XA	19446 504	AEROSP ATR42500				LIGHT 3012701	INOPERATIVE PAX DOOR		2/11/98 C2XA98IA021
IAH - DURING C-CHECK INSPECTION, THE EMERGENCY LIGHT ON THE PASSENGER DOOR STEP STRUCTURE WAS FOUND TO BE INOPERATIVE. MAINTENANCE REMOVED AND REPLACED THE EMERGENCY LIGHT ASSEMBLY AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
3418 RAIA	426TE 228	AEROSP ATR42300				COMPUTER 350A23008314	FAILED E/E COMPT		1/5/98 RAIA980205
FLT 7136 - STL - STICK PUSHER FAULTED IN FLIGHT. MAINTENANCE REPLACED CREW ALERTING COMPUTER. (M)									
3418 RAIA	426TE 228	AEROSP ATR42300				AOA VANE 45150561	FAILED LT FUSELAGE		2/5/98 RAIA980207
FLT 7140 - STL - CAPTAINS STICK PUSHER FAULTED IN FLIGHT. MAINTENANCE REPLACED LEFT ANGLE OF ATTACK VANE. (M)									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/26/98 To 5/2/98 ISSUE: 98-18 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3418 RAIA	426TE 228	AEROSP ATR42300				AOA VANE 45150560	FAILED RT FUSELAGE		2/5/98 RAIA980206
FLT 7136 - STIL - STICK PUSHER FAULTED AFTER TAKEOFF. MAINTENANCE REPLACED RIGHT ANGLE OF ATTACK VANE. (M)									
5210 C2XA	19446 504	AEROSP ATR42500				HANDLE S5217661200200	OUT OF ADJUST PAX DOOR		2/11/98 C2XA98IA020
IAH - DURING C-CHECK INSPECTION, THE PASSENGER DOOR FAILED THE FUNCTIONAL CHECK OF DOOR HANDLE OPEN/CLOSE FORCE. MAINTENANCE CLEANED AND ADJUSTED THE PASSENGERS DOOR EXTERNAL HANDLE IAW ATR42-500 MM CH52-11-00 AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5311 C2XA	14445 503	AEROSP ATR42500				FRAME S53971402294	CRACKED FUSELAGE		3/2/98 C2XA98IA069
IAH - DURING C-CHECK INSPECTION, FOUND BELLY FAIRING SUPPORT FRAME NR 27A CRACKED ON RIGHT SIDE. MAINTENANCE STOP DRILLED THE CRACK AND INSTALLED A REPAIR DOUBELR IAW ATR42-500 SRM 51-70-00 AND 51-25-02. THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5312 C2XA	19446 504	AEROSP ATR42500				BULKHEAD S53572801207	CRACKED RT MLG WW		2/11/98 C2XA98IA019
IAH - DURING C-CHECK INSPECTION, THE MAIN LANDING GEAR WHEEL WELL AFT BULKHEAD WAS FOUND TO BE CRACKED. MAINTENANCE STOP DRILLED THE CRACK AND INSTALLED A DOUBLER REPAIR OVER THE AFFECTED AREA IAW ATR42-500 SRM 51-70-00, AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5315 C2XA	16824 166	AEROSP ATR42300				FLOORBEAM S53672215202	CORRODED CABIN		4/4/98 C2XA98IA108
IAH - DURING C-CHECK INSPECTION, THE FLOORBEAM AT FRAME 39 WAS FOUND TO BE CORRODED. MAINTENANCE REPAIRED THE FLOORBEAM IAW CONTINENTAL EXPRESS ENGINEERING CHANGE AND REPAIR AUTHORIZATION EC5310-01037, AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5315 C2XA	16824 166	AEROSP ATR42300				FLOORBEAM S53672407202	CORRODED CABIN		4/4/98 C2XA98IA104
IAH - DURING C-CHECK INSPECTION, THE FLOORBEAM AT FRAME 38 WAS FOUND TO BE CORRODED ON THE RIGHT SIDE. MAINTENANCE REPAIRED THE AFFECTED PORTION OF FLOORBEAM USING A SPLICE REPAIR IAW ATR42 SRM 53-61-40, AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5315 C2XA	16824 166	AEROSP ATR42300				FLOORBEAM S53172218200	CORRODED CABIN		4/4/98 C2XA98IA103
IAH - DURING C-CHECK INSPECTION, THE FLOORBEAM UNDER PANEL 211JF WAS FOUND TO BE CORRODED. MAINTENANCE REMOVED AND REPLACED THE AFFECTED FLOORBEAM IAW ATR 42 SRM 51-25-02 AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5315 C2XA	19446 504	AEROSP ATR42500				FLOORBEAM S53672407202	CORRODED CABIN		2/11/98 C2XA98IA016
IAH - DURING C-CHECK INSPECTION, CORROSION WAS FOUND AROUND THE NUTPLATES ON THE FRAME 38 FLOORBEAM. MAINTENANCE REMOVED THE CORROSION AND ACCOMPLISHED A DOUBLER REPAIR ON THE FRAME 38 FLOORBEAM IAW CONTINENTAL EXPERS ENGINEERING CHANGE AND REPAIR AUTHORIZATION EC5310-01037, AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5320 C2XA	16824 166	AEROSP ATR42300				ANGLE S53672408216	CORRODED CABIN		4/4/98 C2XA98IA106
IAH - DURING C-CHECK INSPECTION, THE THRESHOLD ATTACH ANGLE AT FRAME 39 WAS FOUND TO BE CORRODED. MAINTENANCE REMOVED AND REPLACED THE AFFECTED ANGLE IAW ATR42 SRM 51-25-02, AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5320 C2XA	19446 504	AEROSP ATR42500				BRACKET S53971309207	CRACKED FUSELAGE		2/11/98 C2XA98IA017
IAH - DURING C-CHECK INSPECTION, THE CENTER SUPPORT BRACKET FOR PANEL 194CR WAS FOUND TO BE CRACKED AT THE LOWER END. MAINTENANCE STOP DRILLED THE CRACK AND INSTALLED A DOUBLER REPAIR IAW ATR42-500 SRM 51-70-00 AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									

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5320 C2XA	19446 504	AEROSP ATR42500				BRACKET S53971309206	CRACKED FUSELAGE		2/11/98 C2XA98IA018
IAH - DURING C-CHECK INSPECTION, THE CENTER SUPPORT BRACKET FOR PANEL 193CL WAS FOUND TO BE CRACKED AT THE LOWER END. MAINTENANCE STOP DRILLED THE CRACK AND INSTALLED A DOUBLER REPAIR IAW ATR42-500 SRM 51-70-00 AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5347 C2XA	16824 166	AEROSP ATR42300				SEAT TRACK S536780012000	CORRODED CABIN		4/4/98 C2XA98IA105
IAH - DURING C-CHECK INSPECTION, THE RT OUTBOARD SEAT TRACK WAS FOUND TO BE CORRODED FROM FRAME 33 TO FRAME 36. MAINTENANCE REMOVED AND REPLACED THE AFFECTED SECTION OF SEAT TRACK IAW ATR24 SRM 51-25-02 AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5347 C2XA	16824 166	AEROSP ATR42300				SEAT TRACK S53678001222	CORRODED CABIN		4/4/98 C2XA98IA107
IAH - DURING C-CHECK INSPECTION, THE RIGHT AFT SEAT TRACK WAS FOUND TO BE CORRODED FROM FRAME 36 TO FRAME 40. MAINTENANCE REMOVED AND REPLACED THE AFFECTED PORTION OF SEAT TRACK IAW ATR42 SRM 51-25-02 AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
7712 RAIA	424TE 124	AEROSP ATR42300				WIRE HARNESS 310465701	SHORT LT ENGINE	20639	1/13/98 RAIA980113
FLT 7138 - STL - LEFT ENGINE TORQUE SURGES IN FLIGHT. MAINTENANCE REPAIRED WIRING ON LEFT ENGINE WIRING HARNESS. (M)									
2612 RAIA	721TE 217	AEROSP ATR72202				FIRE LOOP 3039870	FAILED NR 2 ENGINE	11516	1/22/98 RAIA980124
PIA - FLT 7130 - NR 2 ENGINE FIRE WARNING ON APPROACH. DISCHARGED FIRE EXTINGUISHERS. REMOVED AND REPLACED PIPE/LOOP ASSY. INSPECTION REVEALED NO EVIDENCE OF FIRE. (M)									
3230 RAIA	721TE 217	AEROSP ATR72202				WIRE	BROKEN LT MLG	12178	1/19/98 RAIA980120
FLT 7141 - MEM - LANDING GEAR WOULD NOT RETRACT AFTER TAKEOFF. MAINTENANCE REPAIRED BROKEN WIRE AT LEFT MAIN LANDING GEAR WEIGHT ON WHEELS PROXIMITY SWITCH. (M)									
3234 RAIA	721TE 217	AEROSP ATR72202				GEAR HANDLE F96GA0102	FAILED INST PANEL		1/16/98 RAIA980116
FLT 7019 - STL - LANDING GEAR WOULD NOT RETRACT. GEAR REMAINED DOWN AND LOCKED. MAINTENANCE REPLACED LANDING GEAR HANDLE. (M)									
3240 ASOA	640AS 405	AEROSP ATR72212				BRAKE AHA1653	FIRE RT MLG		3/26/98 ASOA98025
WHILE ATL, MAINTENANCE WAS TAXIING THE AIRCRAFT TO A HANGAR, THE RIGHT MAIN BRAKE OVERHEATED AND CAUGHT ON FIRE. THERE WERE NO WARNING INDICATIONS IN THE FLIGHT DECK. ATL MAINTENANCE REMOVED AND REPLACED THE RIGHT MAIN INBOARD AND OUTBOARD BRAKE ASSEMBLIES, TIRE ASSEMBLIES, BRAKE TRANSMITTERS AND TEMP BULBS. THE AIRCRAFT WAS INSPECTED FOR FIRE DAMAGE, NONE FOUND. OPERATIONAL CHECKS WERE GOOD AND THE AIRCRAFT WAS RELEASED FOR FURTHER SERVICE. (M)									
3350 SIMA	270AT 270	AEROSP ATR72212				LIGHT 3011210	INOPERATIVE CABIN		5/13/97 SIMA9701331
ORD - FLT 4152 - STAIR EMERGENCY LIGHT INOP. REMOVED AND REPLACED EMERGENCY AIRSTAIR LIGHT ASSEMBLY IAW ATR 72 JIC 33-51-24-RAI-10000-002. EMERGENCY LIGHTS OPS CHECK GOOD. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
3350 SIMA	342AT 345	AEROSP ATR72212				BATTERY PACK 3012001	DISCHARGED CABIN		2/19/98 SIMA980503
DFW - FLT 3504 - AFT EMERGENCY EXIT LIGHT WILL NOT TEST. RAI'D BATTERY PACK AT 62WL. OPS CHECK GOOD. AIRCRAFT WAS RETURNED TO SERVICE. (M)									

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3350 SIMA	414WF 414	AEROSP ATR72212				BATTERY PACK	DISCHARGED CABIN		2/16/98 SIMA980471
DFW - FLT 3541 - AFT SECTION OF EMERGENCY FLOOR LIGHTING SYSTEM IN CABIN WILL NOT EXTINGUISH. REMOVED AND REPLACED BATTERY PACK IAW JIC 33-51-71 SYSTEM TESTED NORMAL. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
3350 SIMA	431AT 431	AEROSP ATR72212				POWER SUPPLY AQS1000	INOPERATIVE CABIN		2/19/98 98ZZZM322
DFW - FLT 3716 - FORWARD CABIN EMERGENCY SIGNS INOP AND FLOOR PROX LIGHTING WILL NOT TURN OFF. RA'D BATTERY PACK AT SEAT 1AB AND POWER SUPPLY FOR SIGNS AT SAME LOC. PERFORMED OPS CHECK SATISFACTORILY. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
3350 SIMA	431AT 431	AEROSP ATR72212				BATTERY PACK 3012000	DISCHARGED CABIN		2/19/98 SIMA980502
DFW - FLT 3716 - FORWARD CABIN EMERGENCY SIGNS INOP AND FLOOR PROX LIGHTING WILL NOT TURN OFF. RA'D BATTERY PACK AT SEAT 1AB AND POWER SUPPLY FOR SIGNS AT SAME LOC. PERFORMED OPS CHECK SATISFACTORILY. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
3610 SIMA	425MJ 425	AEROSP ATR72212				VALVE 32149602	INOPERATIVE NR 1 PACK		3/20/98 SIMA980791
DFW - FLT 3620 - UPON ARRIVAL TO DFW, CREW SMELLED SMOKE AND CALLED FOR CFR. PAX AND CREW DEPLANED RAPIDLY. NO EMERGENCY EVACUATION ON THE TAXIWAY. NO FIRE DETECTED. CREW THEN BROUGHT A/C BACK TO GATE. NO FURTHER INCIDENTS REPORTED. A/C RETURNED TO SERVICE. CREW REPORTED SMOKE IN COCKPIT FROM ACM. NR 1 PAC VALVE CIRCUIT BREAKER POPPED JUST PRIOR TO SMOKE. MAINTENANCE R/T'D THE NR 1 PAC VALVE PER ATR72 JIC'S. PERFORMED OPERATIONAL CHECK SATISFACTORILY AND RETURNED A/C TO SERVICE. (M)									
3620 RAIA	723TE 283	AEROSP ATR72202				SWITCH 6411343	FAILED LT ENGINE		2/5/98 RAIA980203
FLT 7158 - STL - LEFT ENGINE AIR BLEED FAULT ILLUMINATED. MAINTENANCE REPLACED LEFT ENGINE BLEED OVER TEMPERATURE SWITCH. (M)									
5315 ASOA	640AS 405	AEROSP ATR72212				FLOOR BEAM S53672406208	CORRODED FUSELAGE		12/12/97 98ZZZX780
SAW - DURING C-CHECK, MAINTENANCE REPORTED CORROSION BEYOND LIMITS AROUND NUTPLATES ON RT SIDE OF FLOOR BEAM NR 36. SPLICED A 2-FOOT SECTION; MATERIAL MADE FROM NTA44770 IAW ASA ENGINEERING ORDER 72-53-0017. AIRCRAFT RETURNED TO SERVICE. ACTT: 8,316.1 HOURS. AC TC: 9,331.									
5320 ASOA	640AS 405	AEROSP ATR72212				ANGLE S53671310238	CORRODED FUSELAGE		12/12/97 98ZZZX784
SAW - DURING C-CHECK, MAINTENANCE REPORTED CORROSION ON INTERCOSTAL BETWEEN FRAMES 38 AND 39 RT AT STR 17. INSTALLED NEW INTERCOSTAL IAW ATR 72 SRM. ACTT: 8,316.1 HOURS. AC TC: 9,331.									
5320 ASOA	640AS 405	AEROSP ATR72212				DOUBLER S53672406204	CORRODED FUSELAGE		12/10/97 98ZZZX779
SAW - DURING C-CHECK, MAINTENANCE REPORTED DOUBLER ON RT SIDE BEWEEN FLOOR BEAM AND FRAME CORRODED. REMOVED AND REPLACED DOUBLER IAW SRM 51-25-02. AIRCRAFT RETURNED TO SERVICE. ACTT: 8,316.1 HOURS. AC TC: 9,331.									
5320 ASOA	640AS 405	AEROSP ATR72212				SUPPORT S53678008216	CORRODED CARGO COMPT		12/12/97 98ZZZX783
DURING C-CHECK INSPECTION, MAINTENANCE REPORTED ACFT CARGO Z-MEMBER CORRODED BEYOND MANUFACTURER'S LIMITS. MAINTENANCE REPLACED Z-MEMBER IAW ATR 72 SRM 61-25-05. ACTT: 8,316.1 HOURS. AC TC: 9,331.									
5347 ASOA	640AS 405	AEROSP ATR72212				SEAT TRACK S5367800121202	CORRODED CABIN		12/12/97 98ZZZX782
DURING C-CHECK, MAINTENANCE REPORTED LEFT FLIGHT ATTENDANT SEAT TRACK CORRODED. REPLACED LEFT F/A SEAT TRACK IAW ASA EO 72-53-0018. ACTT: 8,316.1 HOURS. AC TC: 9,331.									

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5347 ASOA	640AS 405	AEROSP ATR72212				SEAT TRACK S5367800122802	CORRODED CABIN		12/12/97 98ZZZX781
SAW - DURING C-CHECK, MAINTENANCE REPORTED RIGHT FLIGHT ATTENDANT SEAT TRACK CORRODED. REPLACED RIGHT F/A SEAT TRACK IAW ASA E.O 72-53-0018. ACTT: 8,316.1 HOURS. AC TC: 9,331.									
5347 ASOA	643AS 413	AEROSP ATR72212				SEAT TRACK S53678001246	CORRODED FUSELAGE	8378	1/7/98 98ZZM174
DURING SCHEDULED MAINTENANCE, FOUND SEAT TRACKS RIGHT CENTER AND RIGHT OUTER BETWEEN FRAMES 29 TO 36 UNSERVICEABLE DUE TO CORROSION. REMOVED AND REPLACED SEAT TRACKS IAW EO72-53-0029 AND SRMS 53-53-00, 51-21-17, 27, 31, 51-22-02 AND 51-25-01, 02 (M)									
5347 ASOA	643AS 413	AEROSP ATR72212				SEAT TRACK S53678001244	CORRODED FUSELAGE	8378	1/7/98 ASOA98004
DURING SCHEDULED MAINTENANCE, FOUND SEAT TRACKS RIGHT CENTER AND RIGHT OUTER BETWEEN FRAMES 29 TO 36 UNSERVICEABLE DUE TO CORROSION. REMOVED AND REPLACED SEAT TRACKS IAW EO72-53-0029 AND SRMS 53-53-00, 51-21-17, 27, 31, 51-22-02 AND 51-25-01, 02 (M)									
7324 RAIA	722TE 220	AEROSP ATR72202	PWA PW124B			FLOW DIVIDER 3033960	LEAKED RT ENGINE	10136	10/6/97 RAIA971006
MEM - FLT 7140 - ON SHORT FINAL, NR 2 ENGINE FIRE LIGHT ILLUMINATED CREW PERFORMED REQUIRED CHECK LIST, FIRE EXTINGUISHED. MAINTENANCE REPLACED RIGHT ENGINE FUEL FLOW DIVIDER, PERFORMED ENGINE FIRE INSPECTION. (M)									
2150 AALA	50051 459	AIRBUS A300B4605R			GARRTT P657	VALVE 9787344	DEFECTIVE NR 1 ENGINE		2/22/98 AALA980395
SJU - FLT 1915 - DURING CLIMB-OUT, NR 2 PACK FAILED AT 25,000 FEET AND CABIN ALTITUDE CONTINUED TO CLIMB AT 1,000 FEET PER MINUTE. NR 1 PACK FAILED AND BOTH PACKS UNABLE TO BE RESET. OXYGEN MASKS DEPLOYED AT 14,000 CABIN ALTITUDE DURING EMERGENCY DESCENT. AIRCRAFT AIR INTERRUPTED AND RETURNED SJU AND LANDED WITHOUT INCIDENT. REPLACED NR 1 ENGINE FAN AIR VALVE AND RESECURED CLAMPS AT RIGHT SIDE OF PACK. ACCOMPLISHED LEAK AND OPERATIONAL CHECKS OF SYSTEM WITH NO FAULTS NOTED. PASSENGER OXYGEN MASKS WERE REPACKED ADN OXYGEN BOTTLES REPLACED. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
2550 AALA	14061 471	AIRBUS A300B4605R				TRAY	CORRODED CARGO COMPT		3/16/98 AALA980509
TUL - FOUND CENTER CARGO NR 6 ROLLER TRAY HAS CORROSION DAMAGE. REMOVED AND REPLACED SECTION OF ROLLER TRAY PER SRM 51-72-10-0. (M)									
2782 AALA	14053 420	AIRBUS A300B4605R				SUPPORT	CORRODED RT LE FLAP ACT		12/17/97 AALA972525
TUL - CORROSION ON OUTBOARD SHELF FOR RT KRUEGER FLAP ACT. REMOVED AND REPLACED SUPPORT PER SRM 57-45-11-0 PAGE 2 ITEM 20. TST: 26,718.41 HOURS. CYLES: 10,861. (X)									
2840 FDEA	650FE 726	AIRBUS A300F4605R	GE CF680C2A5			PRESS SWITCH 2NSN04333	FAILED NR 1 POSITION		2/17/98 98FDEA00110
FUEL PRESSURE LIGHT ILLUMINATED ON CLIMBOUT. NR 1 FUEL FILTER CLOGGED LIGHT ON. FOUND FUEL FILTER OK. FOUND PRESSURE DIFFERENTIAL SWITCH BAD. REMOVED AND REPLACED SWITCH, OPS NORMAL PER AML 73-34-11. ENGINE LEAK CHECK GOOD.									
3411 FDEA	667FE 771	AIRBUS A300F4605R				STATIC LINE	DIRTY LEFT		4/25/98 98FDEA00296
ABORTED TAKEOFF FOR LOSS OF AIRSPEED INDICATION ON THE CAPTAINS SIDE. ABORTED AT 120 KNOTS. CHECKED NUMBER 1 ADC, BLEW OUT STATIC LINE WITH NITROGEN, PITOT/STATIC CK OK.									
5230 AALA	14061 471	AIRBUS A300B4605R				DOOR	CORRODED CARGO COMPT		3/16/98 AALA980512
TUL - FOUND NUT PLATE HOLES CORRODED AROUND FWD LOWER CORNER OF FORWARD CARGO DOOR, DOOR INNER STRUCTURE. REMOVED AND REPLACED DOUBLER PER SRM 51-72-10. (M)									

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5230 AALA	14061 471	AIRBUS A300B4605R				DOOR	CORRODED CARGO COMPT		3/14/98 AALA980511
TUL - FOUND NUT PLATE HOLES CORRODED AROUND FORWARD LOWER CORNER OF FORWARD CARGO DORO, DOOR INNER STRUCTURE. REMOVED AND REPLACED DOUBLER PER SRM 51-72-10. (M)									
5313 AALA	14053 420	AIRBUS A300B4605R				STRINGER	CORRODED FUSELAGE		12/19/97 AALA972526
TUL - STR 52R HAS SURFACE CORROSION AT FRAME 54.1 FORWARD SIDE. REPAIRED PER ESO 30595 DATED 12-18-97. TST: 26,718.41 HOURS. CYCLES: 10,861. (X)									
5313 AALA	14061 471	AIRBUS A300B4605R				STRINGER	CORRODED FRAME 60-61		3/21/98 AALA980572
TUL - FOUND STRINGER 52L HAS CORROSION BETWEEN FRAME 60 AND FRAME 61 AFT CARGO. REPAIRED STRINGER 52L PER SRM 53-10-14. REMOVED CORROSION PER SRM 51-74-10-2. (M)									
5313 AALA	14061 471	AIRBUS A300B4605R				LONGERON	CORRODED FRAME 54.1		3/21/98 AALA980579
TUL - FOUND CORRODED LONGERON AROUND FRAME 54.1. REMOVED CORRODED SECTION OF LONGERON, SPLICED IN NEW PIECE PER SRM 53-10-14. (M)									
5313 AALA	14061 471	AIRBUS A300B4605R				STRINGER	CORRODED FRAME 57.3-58		3/18/98 AALA980536
TUL - FOUND CORROSION ON STRINGER 49L BETWEEN FRAME 57.3 AND 58. REMOVED SECTION OF STRINGER AND REPAIRED WITH SPLICE IAW SRM 53-10-14-2. (M)									
5313 AALA	14061 471	AIRBUS A300B4605R				STRINGER	CORRODED FRAME 58-59		3/18/98 AALA980537
TUL - FOUND STRINGER 49L HAS CORROSION LOWER FLANGE AT FASTENERS BETWEEN FRAMES 58 AND 59. REMOVED SECTION OF STRINGER AND REPAIRED WITH SPLICE IAW SRM 53-10-14-2. (M)									
5313 AALA	14061 471	AIRBUS A300B4605R				LONGERON	CORRODED FRAME 54		3/21/98 AALA980578
TUL - FOUND CORROSION ON STRINGER 56L BETWEEN FRAME 54 AND 54.1. REMOVED CORRODED MATERIAL PER 51-74-10-2 AND INSTALLED DOUBLER PER SRM 53-10-14. (M)									
5313 AALA	14061 471	AIRBUS A300B4605R				STRINGER	CORRODED FRAME 71/72		3/23/98 AALA980595
TUL - FOUND CORROSION AROUND LOWER ANGLE OF STRINGER 56L BETWEEN FRAME 71 AND 72. INSTALLED DOUBLER REPAIR PER SRM 53-10-14-2. (M)									
5313 AALA	14061 471	AIRBUS A300B4605R				STRINGER	CORRODED FRAME 72-73		3/23/98 AALA980591
TUL - FOUND CORROSION ON STRINGER 56L. INSTALLED DOUBLER REPAIR PER SRM 53-10-14-2. (M)									
5313 AALA	14061 471	AIRBUS A300B4605R				STRINGER	CORRODED FRAME 54.54.1		3/23/98 AALA980592
TUL - FOUND CORROSION ON STRINGER 53R BETWEEN FRAME 54 AND 54.1. CUT OUT SECTION OF STRINGER 53R AND SPLICED IN NEW SECTION PER SRM 53-10-14. (M)									
5313 AALA	14061 471	AIRBUS A300B4605R				STRINGER	CORRODED FRAME 70-71		3/23/98 AALA980593
TUL - FOUND CORROSION ON STRINGER 57 BETWEEN FRAME 70 AND 71. INSTALLED DOUBLER ON STRINGER PER SRM 53-10-14 AFTER CORROSION WAS REMOVED. (M)									
5313 AALA	14061 471	AIRBUS A300B4605R				STRINGER	CORRODED FRAME 57		3/20/98 AALA980568
TUL - FOUND CORROSION ON INBOARD FLANGE OF STRINGER 56R BETWEEN FRAME 57.2 AND 57.3. INSTALLED DOUBLER ON STRINGER PER SRM 53-10-14. (M)									

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5313 AALA	14061 471	AIRBUS A300B4605R				STRINGER	CORRODED FRAME 54 57-58		3/21/98 AALA980573
TUL - STRINGERS 54L AND 55L HAVE CORROSION AFT CARGO BETWEEN FRAME 57.3 AND 58. REMOVED CORROSION PER SRM 51-74-10-2. REPAIRED PER ESO 30595 DATED 3-18-98 AND SRM 51-72-10-0. (M)									
5313 AALA	14061 471	AIRBUS A300B4605R				STRINGER	CORRODED FRAME 58-64		3/20/98 AALA980569
TUL - FOUND CORROSION ON STRINGER 54L FROM FRAME 58 TO 64. REMOVED AND REPLACED STRINGER 54L FROM FRAME 58 TO FRAME 64 PER SRM 51-72-10-0. (M)									
5313 AALA	14061 471	AIRBUS A300B4605R				STRINGER	CORRODED FRAME 64-65		3/21/98 AALA980575
TUL - FOUND STRINGER 54R BETWEEN FRAMES 64 AND 65 HAS CORROSION. REMOVED CORROSION PER SRM 51-74-10-2. REPAIRED PER ESO 30595, DATED 3-18-98. (M)									
5313 AALA	14061 471	AIRBUS A300B4605R				STRINGER	CORRODED FRAME 71		3/17/98 AALA980520
TUL - FOUND CORROSION ON STRINGER 54L AT FRAME 71. INSTALLED NEW SECTION OF STRINGER PER SRM 51-72-10-0. (M)									
5313 AALA	14061 471	AIRBUS A300B4605R				STRINGER	CORRODED FRAME 59		3/23/98 AALA980594
TUL - FOUND STRINGER 55R HAS SURFACE CORROSION ON SHEAR TIE AND STRINGER. INSTALLED NEW STRINGER SECTION PER SRM 53-10-1A PAGE 210. (M)									
5313 AALA	14061 471	AIRBUS A300B4605R				LONGERON	CORRODED FRAME 58-59		3/21/98 AALA980577
TUL - FOUND LONGERON 56R BETWEEN FRAMES 58 AND 59 HAS CORROSION ON THE LOWER SIDE. REMOVED CORRODED LONGERON SECTION AND INSTALLED NEW PIECE PER SRM 53-10-14-2. (M)									
5313 AALA	14061 471	AIRBUS A300B4605R				STRINGER	CORRODED FRAME 54-54.2		3/17/98 AALA980518
TUL - FOUND CORROSION ON STRINGER 53L BETWEEN FRAME 54 AND 54.2. INSTALLED STRINGER SPLICE AT 53L AND INSTALLED NEW STRINGER 53L BETWEEN FRAME 54 AND FRAME 54.2 IAW SRM 53-10-14.2. (M)									
5313 AALA	14061 471	AIRBUS A300B4605R				STRINGER	CORRODED CARGO COMPT		3/23/98 AALA980590
TUL - FOUND CORROSION ON STRINGER 57 BETWEEN FRAME 54 AND 54.1. INSTALLED STRINGER SPLICE AND DOUBLERS PER SRM 53-10-14. (M)									
5315 AALA	14061 471	AIRBUS A300B4605R				FLOORBEAM	CORRODED FRAME 56		3/21/98 AALA980574
TUL - FLOORBEAM IN AFT CARGO AT FRAME 56 HAS CORROSION BELOW ROLLER TRAY NR 6. REMOVED CORROSION PER SRM 51-74-10-2. REPAIRED PER ESO 30595 STEP A DATED 3-19-98. (M)									
5315 AALA	14061 471	AIRBUS A300B4605R				FLOORBEAM	CORRODED FRAME 64		3/21/98 AALA980570
TUL - FOUND FLOORBEAM IN BULK CARGO HAS CORROSION AT FRAME 64 RT SIDE WALL TO NR 5 ROLLER TRAY. REPAIRED PER ESO 30595, DATED 3-18-98, AFTER CORROSION REMOVED PER SRM 51-74-10-2. (M)									
5315 AALA	14061 471	AIRBUS A300B4605R				FLOORBEAM	CORRODED FRAME 61		3/18/98 AALA980538
TUL - FOUND CORROSION ON FLOORBEAM END FITTING RT SIDE AT FRAME 61. REMOVED AND REPLACED FLOORBEAM END FITTING PER SRM 51-72-10-0. (M)									

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5315 AALA	14061 471	AIRBUS A300B4605R				FLOORBEAM	CORRODED FRAME 58		3/21/98 AALA980571
TUL - FOUND CORROSION ON FLOORBEAM IN AFT CARGO AT FRAME 58 BELOW NR 6 ROLLER TRAY. REPAIRED PER ESO 30595 DATED 3-18-98, AFTER CORROSION REMOVED PER SRM 51-74-10-2. (M)									
5320 AALA	11060 470	AIRBUS A300B4605R				SUPPORT	CORRODED CABIN		3/18/98 AALA980521
TUL - FOUND CORRODED FLOORBOARD SUPPORT IN CABIN. REMOVED AND REPLACED FLOORBOARD SUPPORT FROM FRAME 71 TO 73 PER SRM 51-72-10-0. (M)									
5320 AALA	11060 470	AIRBUS A300B4605R				CROSS FRAME	CORRODED CABIN		3/25/98 AALA980599
TUL - FOUND CORROSION ON CABIN CROSS FRAME. INSTALLED DOUBLER ANGLE PER ESO 30595 DATED 3-20-98. (M)									
5320 AALA	14061 471	AIRBUS A300B4605R				SPLICE	CORRODED FRAME 64-65		3/16/98 AALA980517
TUL - FOUND CORROSION ON STRINGER SPLICE AT STRINGER 51L, 53L 54L AND 55L BETWEEN FRAME 64 AND 65. REMOVED AND REPLACED STRINGER SPLICED AT 51L, 53L, 54L, AND 55L PER SRM 51-72-10-0. (M)									
5320 AALA	14061 471	AIRBUS A300B4605R				SUPPORT	CORRODED FRAME 60		3/13/98 AALA980497
TUL - FLOORBOARD SUPPORT AT FRAME 60 BETWEEN ROLLER TRAYS 2 AND 3 HAS CORROSION AROUND FASTENER HOLES TOP AND BOTTOM. REMOVED AND REPLACED FLOOR SUPPORT PER SRM 51-72-10-0, SPLICED PER SRM 53-10-15-2. (M)									
5320 AALA	14061 471	AIRBUS A300B4605R				ANGLE	CRACKED FUSELAGE		3/16/98 AALA980507
TUL - RIGHT PICKUP ANGLE CRACKED. REPAIRED PICKUP ANGLE PER ESO 30595, DATED 3-11-98. (M)									
5320 AALA	14061 471	AIRBUS A300B4605R				SUPPORT	CORRODED FRAME 60		3/13/98 AALA980503
TUL - FOUND CORROSION ON FLOORBEAM SUPPORT AT FRAME 60 FROM ROLLER TRAY NR 4 TO THE CARGO DOOR SILL. REMOVED AND REPLACED FLOOR CROSSBEAM PER SRM 51-72-10-0. (M)									
5320 AALA	14061 471	AIRBUS A300B4605R				SUPPORT	CORRODED FRAME 60		3/13/98 AALA980499
TUL - FOUND FLOOR SUPPORT AROUND FRAME 60 BETWEEN NR 1 AND NR 2 ROLLER TRAYS HAS CORROSION. REMOVED AND REPLACED CROSSBEAM PER SRM 51-72-10-0. (M)									
5320 AALA	14061 471	AIRBUS A300B4605R				SHEAR TIE	CORRODED FRAME 58		3/18/98 AALA980534
TUL - FOUND CORROSION ON SHEAR TIE AT FRAME 58 BETWEEN STRINGER 52R AND 53R. REMOVED AND REPLACED SHEAR TIE PER SRM 51-72-10-0. (M)									
5320 AALA	14061 471	AIRBUS A300B4605R				SHEAR TIE	CORRODED FRAME 58		3/18/98 AALA980535
TUL - FOUND CORROSION ON SHEAR TIE AT FRAME 58 BETWEEN STRINGER 54R AND 55R. REMOVED AND REPLACED SHEAR TIE PER SRM 51-72-10-0. (M)									
5320 AALA	14061 471	AIRBUS A300B4605R				SPLICE	CORRODED FRAME 65		3/20/98 AALA980566
TUL - FOUND CORROSION ON STRINGER SPLICE ON STRINGER 55L AT FRAME 65. REMOVED AND REPLACED STRINGER SPLICE ON STRINGER 55L AT FRAME 65 PER SRM 51-72-00-10. (M)									

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5320 AALA	77080 626	AIRBUS A300B4605R				SUPPORT	CORRODED FUSELAGE		12/10/97 AALA972417
TUL - CORROSION ON FLOOR SUPPORT AT FRAME 66 LEFT OF CENTERLINE, STR 57. REMOVED AND REPLACED DAMAGED SECTION OF FLOORBOARD SUPPORT FRAME 66 PER SRM 53-10-15. TST: 15,606.48 HOURS. CYCLES: 6,402. (X)									
5320 AALA	77080 626	AIRBUS A300B4605R				SUPPORT	CORRODED CABIN		12/9/97 AALA972365
TUL - CORROSION, FRAMES 14-16 FWD TRACK 9 JUST INSIDE R1 DOOR. FLOOR SUPPORT CORRODED AT R1 DOOR ENTRY WAY AT FRAME 15A. CORROSION ON FLOOR SUPPORT INBOARD OF R1 DOOR, FWD OF C17 FRAME. RE-INSTALLED NEW T-ANGLE SECTION PER SRM 51-72-10. TST: 15,606.48 HOURS. CYCLES: 6,407. (X)									
5320 AALA	77080 626	AIRBUS A300B4605R				SUPPORT	CORRODED COCKPIT		12/8/97 AALA972419
TUL - CORROSION ON SHORT TRACK, FRAME 13 T-ANGLE AT COCKPIT DOOR BETWEEN 4-5 TRACKS. REPLACED FLOORBOARD SUPPORT 'T' IAW SRM 51-72-10. TST: 15,606 HOURS. CYCLES: 6,402. (X)									
5320 AALA	59081 639	AIRBUS A300B4605R				SHIM 41A5451534501	CORRODED FAIRING		3/13/98 AALA980498
TUL - FAIRING SHIM CORRODED. REPLACED SHIM PER SRM REF 51-72-10. (M)									
5330 AALA	14061 471	AIRBUS A300B4605R				SKIN	GOUGED BS 4044		3/14/98 AALA980510
TUL - FOUND GOUGE IN AIRCRAFT, CROWN SKIN STATION 4044 BETWEEN STRINGER 5 AND 6 LEFT SIDE. REPAIRED DAMAGED SKIN PER SRM 53-10-12 FIG 203, INSTALLED DOUBLER. (M)									
5347 AALA	11060 470	AIRBUS A300B4605R				SEAT TRACK	CORRODED FRAME 21-26		3/24/98 AALA980589
TUL - FOUND TWO AREAS OF CORROSION AND MECHANICAL DAMAGE ON NR 10 TRACK. INSTALLED TRACK NR 10 BETWEEN FRAMES 21-26 PER SRM 51-72-10-0, ALODINED, PRIMED AND PAINTED TRACK PER SRM 51-21-00-0. (M)									
5347 AALA	14061 471	AIRBUS A300B4605R				TIE DOWN	CORRODED FRAME 68-69		3/17/98 AALA980519
TUL - FOUND CARGO FLOOR, THIRD TIE DOWN FROM DOOR FLOOR BRACKET HAS CORROSION. SPLICED IN REPAIR PER SRM 53-10-15-2. (M)									
5347 AALA	77080 626	AIRBUS A300B4605R				SEAT TRACK	CORRODED CABIN		12/11/97 AALA972456
TUL - CORROSION AT FRAME 31 SEAT TRACK NR 9. REPLACED SEAT TRACK, ALODINE, PRIMED AND PAINTED, AND DYNITROLED PER SRM 53-10-16. TST: 15,606.48 HOURS. CYCLES: 6,402. (X)									
5347 AALA	77080 626	AIRBUS A300B4605R				SEAT TRACK	CORRODED CABIN		12/6/97 AALA972336
TUL - CORROSION FORWARD END OF SEAT TRACK NR 6, FRAMES 14 AND 15. INSTALLED REPAIR ANGLE, TREATED, PRIMED AND PAINTED PER SRM 53-10-16. TST: 15,606.48 HOURS. CYCLES: 6,402. (X)									
5347 AALA	77080 626	AIRBUS A300B4605R				SEAT TRACK	CORRODED CABIN		12/8/97 AALA972354
TUL - CORROSION FRAMES 14-16 FWD END OF SEAT TRACK. CORROSION ON NR 7 SEAT TRACK NEAR FRAME 15. REPLACED SEAT TRACK SECTION PER SRM 51-72-10. TST: 15,606.48 HOURS. CYCLES: 6,402. (X)									

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5512 P8NA	864PA 075	AIRBUS A300B42C				SKIN A255178040	DENTED LT HORIZ STAB		6/28/97 97ZZZX3319
JFK - FLT 73 - AT DEPARTURE, A DENT APPROXIMATELY 19 INCHES LONG BY 2 TO 5 INCHES WIDE WAS FOUND ON THE LEFT HORIZONTAL STABILIZER LEADING EDGE. DETERMINED THAT LAVATORY WATER FROM A LAVATORY CAUSED DAMAGE. REPLACED STABILIZER LEADING EDGE. EA 97-3800-01 WHICH INSTALLS A WASTE DRAIN VALVE WILL BE EMBODIED ON THE AIRCRAFT. AIRCRAFT RETURNED TO SERVICE. (X)									
5720 AALA	14061 471	AIRBUS A300B4605R				BRACKET	CORRODED LT WING		3/16/98 AALA980508
TUL - KRUEGER FLAP BRACKET EXFOLIATED AT LOWR OUTBOARD MOUNT BORE, OUTBOARD MOUNT PAD AND FLAP TO ARM ATTACH POINT. INSTALLED NEW MOUNT PER MM 27-87-11, OPS CHECK OK. (M)									
5730 AALA	77080 626	AIRBUS A300B4605R				SKIN	CORRODED RT WING		12/10/97 AALA972418
TUL - CORROSION AT BLIND FASTENERS, LOWER SURFACE, OUTBOARD WING, NEAR TIP. REPAIRED PER ESO 30595. TST: 15,606.48 HOURS. CYCLES: 6,407. (X)									
5754 AALA	14053 420	AIRBUS A300B4605R				MOUNT	CORRODED LE FLAP		12/11/97 AALA972524
TUL - KRUEGER FLAP OUTBOARD CARRIER MOUNT CORRODED. REMOVED OUTBOARD CARRIER MOUNT. REPLACED WITH NEW MOUNT. A-300 MM 27-87-14-4. TST: 26,718.41 HOURS. CYCLES: 10,861. (X)									
7120 AALA	14061 471	AIRBUS A300B4605R				MOUNT	DAMAGED RT ENGINE		3/18/98 AALA980522
TUL - FOUND LIGHT DAMAGE ON RT ENGINE PYLON FORWARD ATTACH FITTING LOWER FWD RT SIDE. BLENDED PER ESO 30595, DATED 3-16-98 AND FLAPPER PEENED WORK AREA PER SRM 51-29-00 (AA SPECIFICATION PAGE 16-19) PRIMED AND PAINTED. (M)									
7230 FDEA *****	654FE 738	AIRBUS A300F4605R				COMPRESSOR	FAILED NR 2 ENGINE		3/17/98 98FDEA00202
REJECTED T/O AT APPROX 120KTS, (18R MEM) DUE TO FIRE ON NR 2 ENGINE. AFTER BOTH BOTTLES WERE FIRED THE FIRE WENT OUT. A/C NOT EVACUATED, EMERG CREW CONFIRMED NO FURTHER SMOKE. FOUND HOLE BURNT THROUGH REAR COMPRESSOR STAGE AT 8 0'CLOCK FUEL NOZZLE POSITION.									
7321 FDEA	667FE 771	AIRBUS A300F4605R				ECU	MALFUNCTIONED NR 2 ENGINE		4/8/98 98FDEA00256
AT ROTATION, NR 2 ENGINE AND THROTTLE BEGAN TO ROLL BACK. NOTICED FLUX BUT ON PUSHING NR 2 THROTTLE BACK UP, ENGINE RETURNED TO NORMAL. REMOVED AND REPLACED NR 2 ENGINE ECU PER M/M 73-21-01-4. RAN NR 2 ENGINE PER JRH AND M/M 71-00-00-5. POWER ASSURANCE CHECK, ALL PARAMETERS NORMAL.									
5730 FDEA	401FE 191	AIRBUS A310*				PLATE A57244015201	CRACKED WING		7/7/97 97FDEA00454
WING L/E SKIN REINFORCING PLATES WERE FOUND CRACKED, ABOVE SLAT TRACKS SEVERAL LOCATIONS. REPAIRED PER EA 6571029129 DATED JULY 7, 1997 AND SRM BY INSTALLING NEW PLATES.									
2120 NWAA	313US 153	AIRBUS A320211				SKIN VALVE VFT300A1AMDTA	INOPERATIVE E/E COMPT	13428 135	2/9/98 9802753213
FOLLOWING TAKEOFF, CREW UNABLE TO PRESSURIZE THE AIRCRAFT. RETURNED TO MCO AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED THE AVIONICS EQUIPMENT COOLING SKIN AIR OUTLET VALVE, OPERATIONAL CHECK OK.									
2121 AWXA	645AW 238	AIRBUS A320231				FAN VD390003	INOPERATIVE COCKPIT		8/2/97 AWXA9700454
ON DEPARTURE, NOTICED SLIGHT BURNING ODOR IN COCKPIT. CHECKED COND PAGE AND FOUND COCKPIT FAN INOP. REMOVED AND REPLACED FWD CABIN RECIRCULATION FAN, OPS CHECK GOOD.									

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2121 AWXA	632AW 81	AIRBUS A320231				FAN VD3920	FAILED CABIN		7/17/97 AWXA9700453
DURING APPROACH, BLOWER FAULT LIGHT ILLUMINATED. FAULT WAS ACCOMPANIED BY SLIGHT ELECTRICAL HOT SMELL. REMOVED AND REPLACED BLOWER FAN, OPS TEST GOOD.									
2611 UALA	409UA 462	AIRBUS A320232	IAE V2527A5			SMOKE DETECTOR	MALFUNCTIONED CARGO COMPT		11/18/97 97UAL900828
FWD CARGO COMPARTMENT NR 1 FIRE BOTTLE DISCHARGED DURING FLIGHT DUE TO FALSE FIRE WARNING INDICATION. DIVERTED TO SYR AND ACCOMPLISHED A PRECAUTIONARY LANDING. *S/D* NORMAL DISCHARGE NOTED. CONFIRMED NO INDICATIONS OF FIRE OR SMOKE AND NO LIVESTOCK OR FRUIT. FWD CARGO SMOKE WARNING, SMOKE DETECTOR CONTROL UNIT REPLACED. SMOKE DETECTOR CONTROL UNIT SENT TO VENDOR FOR ANALYSIS.									
2750 NWAA	304US 40	AIRBUS A320211				RETRACT MECH	MALFUNCTIONED TE FLAPS		1/16/98 9801073204
DURING APPROACH WHEN FLAPS POSITION ONE SELECTED, RECEIVED F/CTL FLAPS LOCKED MESSAGE. DIVERTED TO IAD AND LANDED WITHOUT INCIDENT. MAINTENANCE RIGGED FLAP SYSTEM, OPERATIONAL CHECK OK.									
2820 NWAA	302US 32	AIRBUS A320211	CFMINT CFM565A1			FUEL TANK	LEAKING RT WING		4/17/98 9806963202
DURING CLIMB, A FUEL LEAK FROM THE RIGHT WING WAS REPORTED. FLIGHT CREW DIVERTED TO MSP. DURING DESCENT INTO MSP WHILE FOLLOWING COM FOR A FUEL LEAK, NR 2 ENGINE FLAMED OUT AT 5000 FEET. A SUCCESSFUL RELIGHT WAS ACCOMPLISHED, AN UNEVENTFUL LANDING WAS PERFORMED.									
3230 UALA	410UA 463	AIRBUS A320232	IAE V2527A5			SAFETY VALVE S4340131004	FAILED LANDING GEAR		10/15/97 97UAL900776
AFTER TAKEOFF, LANDING GEAR WOULD NOT RETRACT. WHEELS APPEARED TO VISUALLY CYCLE LOCKED AND UNLOCKED. ECAM MESSAGE L-G NOT UNLOCKED. RECYCLED GEAR AND RETRACTED OK. *S/D* REPLACED SAFETY VALVE. SOLENOID WAS OVERHEATING. SHOP TEST INDICATED NON-OPERATING PILOT VALVE. TEARDOWN INDICATED SCORING ON PILOT VALVE SLIDE.									
3232 AWXA	636AW 098	AIRBUS A320231				BOLT	MISSING GEAR DOOR ACT		2/25/98 AWXA9800070
AFTER GEAR RETRACTION, UNUSUAL NOISE HEARD, ECAM DISPLAYED LANDING GEAR DOOR UNLOCKED, LGCIU 1 AND 2 FAIL. GRAVITY EXTENDED GEAR SUCCESSFULLY, UNEVENTFUL LANDING KLAS. EMERGENCY WAS DECLARED. REPLACED MISSING ACTUATOR BOLT AND WASHER PER AMM 32-31-16. DOOR OPS CHECK GOOD.									
3232 AWXA	636AW 098	AIRBUS A320231				KEY WASHER MS172271	MISSING GEAR DOOR ACT		2/25/98 AWXA9800071
AFTER GEAR RETRACTION, UNUSUAL NOISE HEARD, ECAM DISPLAYED LANDING GEAR DOOR UNLOCKED, LGCIU 1 AND 2 FAIL. GRAVITY EXTENDED GEAR SUCCESSFULLY, UNEVENTFUL LANDING KLAS. EMERGENCY WAS DECLARED. REPLACED ALL MISSING HARDWARE, INCLUDING KEY WASHER.									
3260 AWXA	644AW 317	AIRBUS A320231				PROX SENSOR	INOPERATIVE NLG		8/16/97 AWXA9700455
ON GEAR RETRACTION, NOSE GEAR UNLOCKED LIGHTS REMAINED ON AND NOISE INDICATED THAT NOSE GEAR DID NOT RETRACT. CYCLED GEAR SWITCH AND GEAR RETRACTED OK. REMOVED AND REPLACED NLG DOOR OPEN PROXIMITY SENSORS ON LEFT DOOR, BITE TEST GOOD.									
3350 NWAA	325US 281	AIRBUS A320211				POWER PACK	INOPERATIVE CABIN		3/14/98 9805373225
DURING TEST OF EMERGENCY LIGHTS VIA CIDS, THE LEFT CENTER EMERGENCY POWER PACK FAILED. MAINTENANCE REPLACED POWER SUPPLY PACK, OPERATIONAL CHECK OK.									
3350 NWAA	327NW 297	AIRBUS A320211				BATTERY 321430	DISCHARGED CABIN		3/10/98 9805393227
DURING TEST OF EMERGENCY LIGHT SYSTEM, FORWARD LEFT EMERGENCY LIGHT BATTERY FAILED. MAINTENANCE REPLACED BATTERY, OPERATIONAL CHECK OK.									

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3350 NWAA	331NW 318	AIRBUS A320211				BATTERY PACK 100865	DISCHARGED CABIN		3/16/98 9804473231
DURING TEST OF EMERGENCY FLOOR PATH LIGHTING, FOUND LIGHTS INOPERATIVE AT SEAT ROWS 19-21 AND 25-27. MAINTENANCE REPLACED THE BATTERY PACK, OPERATIONAL CHECK OK.									
3350 NWAA	360US 60	AIRBUS A320211				BATTERY PACK 321430	DISCHARGED CABIN		4/23/98 9807233206
DURING TEST OF THE EMERGENCY LIGHT SYSTEM, INT LOAD EMERG L FAULT WAS DISPLAYED. MAINTENANCE REPLACED BATTERY PACK AND POWER SUPPLY 11WL. OPERATIONAL CHECK OK.									
3350 NWAA	340NW 372	AIRBUS A320212				BULBS	FAILED CABIN		3/17/98 9805403240
DURING TEST OF EMERGENCY LIGHT SYSTEM, FOUND ALL FOUR OVERWING EMERGENCY EXIT HANDLE ILLUMINATION LIGHTS INOPERATIVE. MAINTENANCE REPLACED BULBS, OPERATIONAL CHECK OK.									
3350 NWAA	342NW 381	AIRBUS A320212				BULB	FAILED CABIN		3/2/98 9805383242
DURING TEST OF EMERGENCY LIGHTS, FOUND ALL FOUR OVERWING EMERGENCY EXIT HANDLE ILLUMINATION LIGHTS INOPERATIVE. MAINTENANCE REPLACED BULBS AT ALL FOUR POSITIONS, OPERATIONAL CHECK OK.									
3350 NWAA	344NW 388	AIRBUS A320212				LIGHT 10103585	INOPERATIVE CABIN		4/21/98 9807083244
DURING LINE CHECK, EMERGENCY LIGHT TEST FAULTS UNIT EMER R. MAINTENANCE REPLACED LIGHT ASSEMBLY AT RIGHT FORWARD OVERWING EXIT. OPERATIONAL CHECK OK.									
3350 AWXA	621AW 053	AIRBUS A320231				BATTERY 321430	DISCHARGED CABIN		12/20/97 AWXA9700702
FWD LT EMERGENCY LIGHT BATTERY DISCHARGED. REMOVED AND REPLACED LT FWD EMERGENCY LIGHT BATTERY PER AMM 33-51-38, PGS 410-417, OPS CHK GOOD.									
3350 AWXA	646AW 271	AIRBUS A320231				LENS	MISSING CABIN		12/21/97 AWXA9700700
ROW 13L EMERGENCY LIGHT LENS MISSING. REPLACED LENS.									
3350 AWXA	646AW 271	AIRBUS A320231				LENS	MISSING CABIN		12/19/97 AWXA9700701
LROW 19 EMERGENCY LIGHT LENS MISSING. REPLACED LENS.									
3350 AWXA	627AW 66	AIRBUS A320231				LENS	MISSING CABIN		12/20/97 AWXA9700699
L3/D EMERGENCY LIGHT LENS MISSING. REINSTALLED LENS.									
3350 UALA	434UA 492	AIRBUS A320232	IAE V2527A5			WIRE	BROKEN CABIN		10/11/97 97UAL900765
ROW 2AB EMERGENCY LIGHTS INOP. WIRES BROKEN, HANGING UNDER SEAT. REPAIRED WIRING, LIGHTS CHECKED OK.									
7200 UALA	434UA 492	AIRBUS A320232	IAE V2527A5			ENGINE	FAILED NR 2 ENGINE		4/18/98 98UAL900152
ENGINE NR 2 FAILED. ENGINE SEIZED IN FLIGHT, FL 28, MAX EGT AT 790 DEGREES. FLIGHT DIVERTED TO IAD AND LANDED UNDER AMBER ALERT.									

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7230 UALA	417UA 483	AIRBUS A320232	IAE V2527A5			BEARING SEAL 2A2370	WORN NR 3 POSITION	10177	6/7/97 97UAL900429
CREW REPORTS ON CLIMB, OIL SMELL IN CABIN. ADDED 2 QTS OF OIL, RAN ENGINE ADDED 4 MORE QTS. HAVE OIL PUDDLE IN TAILPIPE AND OIL IN LOW STAGE DUCTS. ALSO, FOUND METAL IN BLEED SCREEN. *S/D* OIL SMELL IN CABIN CAUSED BY A WORN NUMBER 3 BEARING CARBON SEAL ALLOWING OIL TO SEEP INTO THE HIGH PRESSURE COMPRESSOR GAS PATH.									
7320 NWAA	314US 160	AIRBUS A320211	CFMINT CFM565A1			T12 SENSOR 30179000101	MALFUNCTIONED NR 2 ENGINE	17418 17418	3/30/98 9805313214
DURING CLIMB, NR 2 ENGINE N1, FUEL FLOW, AND EGT BEGAN TO FLUCTUATE. FLUCTUATION CONTINUED DESPITE VARIOUS POWER SETTINGS OR IN A CONSTANT POWER SETTING. FLIGHT CREW RETURNED TO DEPARTURE AIRPORT. MAINTENANCE REPLACED THE FUEL FILTER, FUEL PUMP, HMU, AND T12 SENSOR. ENGINE HAD A BORESCOPE INSPECTION AND WAS FOUND OK. AIRCRAFT GROUND RUN AND LEAK CHECK OK.									
5330 EUJR	977TW 13	AMD FALCONE				SKIN	CORRODED FUS LT AFT LAV		2/17/98 98ZZZX969
THE FOLLOWING CORROSION WAS DISCOVERED DURING B, C INSPECTIONS: FUSELAGE LEFT AFT SECTION LAVATORY AREA - CORROSION BETWEEN SKIN AND FRAMES/STRINGERS. FRAME 29 TO FRAME 33 LOCATED BETWEEN STR 19 AND STR 22. REPLACEMENT OF SKIN PANEL AND CLEANING AND TREATING OF ATTACHING SKIN, STRINGERS, AND FRAMES. SUBMITTER SUGGESTED MOISTURE AND SPILLAGE IN LAVATORY AREA AS A POSSIBLE CAUSE. ACFT TT: 28,446 HRS. LANDINGS: 23,592.									
5330 EUJR	977TW 13	AMD FALCONE				SKIN	CORRODED FUS FWD LOWER		2/17/98 98ZZZX968
THE FOLLOWING CORROSION WAS DISCOVERED DURING B, C INSPECTIONS: FUSELAGE FORWARD LOWER SECTION - CORROSION BETWEEN SKIN AND FRAMES/STRINGERS. FRAME 7 TO FRAME 19 ON PANELS BETWEEN S22L AND S22R. REPLACEMENT OF BOTH SKIN PANELS AND CLEANING AND TREATING OF ATTACHING SKINS. SUBMITTER SUGGESTED CONDENSATION AND MOISTURE RETAINED BY SOUNDPROOFING COULD BE A POSSIBLE CAUSE. ACFT TT: 28,446 HRS. LANDINGS: 23,592.									
5330 EUJR	76662 306	AMD FALCONE				SKIN	CORRODED FUS LT AFT LAV		2/17/98 98ZZZX970
THE FOLLOWING CORROSION WAS DISCOVERED DURING MAJOR CORROSION INSPECTION (MCI): FUSELAGE LEFT AFT SECTION LAVATORY AREA - CORROSION BETWEEN SKIN AND FRAMES/STRINGERS. FRAME 29 TO FRAME 33 LOCATED BETWEEN STR 19 AND STR 22. REPLACEMENT OF SKIN PANEL AND CLEANING AND TREATING OF ATTACHING SKIN, STRINGERS, AND FRAMES. SUBMITTER SUGGESTED MOISTURE AND SPILLAGE IN LAVATORY AREA AS A POSSIBLE CAUSE.									
3350 MALA	502XJ E2307	BAC AVRO146RJ85A				BATTERY PACK 6122751	DISCHARGED CABIN		4/20/98 MALA976105
DURING INSPECTION FORWARD CABIN'S EMERGENCY FLOOR TRACK LIGHT AND EMERGENCY EXIT SIGNS INOP. MAINTENANCE INSTALLED NEW BATTERY PACKS, ALL CHECKS GOOD.									
3350 MALA	506XJ E2314	BAC AVRO146RJ85A				CONNECTOR	LOOSE CABIN		3/15/98 MALA976054
DURING INSPECTION FLIGHT ATTENDANT REPORTED, NUMEROUS EMERGENCY LIGHTS INOP. MAINTENANCE FOUND LOOSE CANNON PLUG ON AFT BATTERY PACK. RESECURED PLUG, OPS CHECK GOOD.									
5320 MALA	502XJ E2307	BAC AVRO146RJ85A				FRAME	CRACKED NLG DOORWAY		4/3/98 MALA976107
DAMAGE WAS NOTED ON THE LEFT NOSE LANDING GEAR DOOR FRAME. IN THE RETURN FLANGE COMMON TO THE OUTER SKIN PANEL, A 3.5 INCH LONG CRACK WAS NOTED STARTING FROM THE FORWARD END GOING AFT. ALSO APPROXIMATELY 4 AFT OF THE FIRST CRACK, A 1.5 LONG CRACK WAS NOTED. MAINTENANCE STOP DRILLED THE CRACKS ENDS AND DISASSEMBLED AS REQUIRED. FABRICATED A NESTED REPAIR ANGLE, DRILLED 2 ROWS OF FASTENERS IN THE VERTICAL FLANGE. ALODINE AND PRIME ALL TRIMMED AND FABRICATED PARTS IN ACCORDANCE WITH AVRO STANDARD PROCEDURES.									
2121 UF6A	854AW 2028	BAG ATP				FAN 75MA1571	FAILED E/E COMPT		12/28/97 UF6A971227
ORD - FLT 5708 - NR 1 AVIONICS COOLING FAN FAILED IN FLIGHT. MAINTENANCE REMOVED AND REPLACED NR 1 AVIONICS COOLING FAN. SYSTEM OPS CHECKED GOOD. (M)									

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2211 UF6A	857AW 2034	BAG ATP				COMPUTER 36146226004	FAILED NR 1 AUTOPILOT	10042	11/16/97 UF6A971105
SBN - FLT 5762 - STANDBY CONTROL SYSTEM ENGAGED DURING FLIGHT WITHAILERONS SHOWING ON THE PANEL ALONG WITH STANDBY CWP. MAINTENANCE REMOVED AND REPLACED NR 1 AUTOPILOT COMPUTER. SYSTEM OPS CHECKED GOOD. (M)									
2565 UF6A	853AW 2022	BAG ATP				ESCAPE SLIDE 2077001	FAILED PAX DOOR	6486	12/31/97 UF6A971228
SBN - UNSATISFACTORY FUNCTIONAL TEST OF THE ESCAPE SLIDE BATTERY PACK. MAINTENANCE REMOVED AND REPLACED THE FORWARD PASSENGER DOOR ESCAPE SLIDE. (M)									
2720 UF6A	859AW 2036	BAG ATP				CONTROL SYSTEM	VIBRATION RUDDER		12/3/97 UF6A971203
YNG - FLT 5709 - AIRCRAFT SHOOK DURING DESCENT BETWEEN AND AIRSPEED OF 220-180 KNOTS. VIBRATION STOPPED WITH RUDDER PRESSURE. MAINTENANCE INSPECTED RUDDER FOR DAMAGE OR DEFECTS TO HINGES AND BRACKETS AND PERFORMED OPERATIONAL TEST OF RUDDER BOOST SYSTEM FOR 1 TIME FERRY FLIGHT TO SBN. (M)									
2910 UF6A	854AW 2028	BAG ATP				LINE JD291J0078000	FAILED NR 1 HYD SYSTEM	12689	12/17/97 UF6A971215
ORD - FLT 5739 - SEVERE VIBRATION IN FLIGHT FOLLOWED BY A LOSS OF HYDRAULIC PRESSURE ON NR 1 ENGNIE AND ASSOCIATED MAIN HYDRAULIC RESERVOIR LOW INDICATION. MAINTENANCE INSPECTED AND FOUND THE INBOARD HIGH PRESSURE FILTER LINE BROKEN AND NR 1 HYDRAULIC PUMP SHAFT SHEARED. REMOVED AND REPLACED LINE AND NR 1 HYDRAULIC PUMP. SYSTEM OPS CHECKED GOOD. (M)									
2913 UF6A	851AW 2020	BAG ATP				HYD PUMP	MALFUNCTIONED NR 2		12/11/97 UF6A971210
ORD - FLT 5719 - NR 2 HYD PUMP INDICATES ZERO PRESSURE. WHEN FLAPS WERE OPERATED ON SHORT FINAL NR 2 HYDRAULIC PUMP RETURNED TO OPERATE BUT APPEARED TO FLUCTUATE. RAN NORMAL FOR LANDING AND TAXI. MAINTENANCE PERFORMED LEAK AND FUNCTION CHECK OF ENTIRE HYDRAULIC SYSTEM. SYSTEMS CHECKED GOOD. (M)									
3230 UF6A	856AW 2032	BAG ATP				LEVER JD321J003800	FAILED RT MLG	11994	12/12/97 UF6A971211
ORD - FLT 5762 - RIGHT MAIN LANDING GEAR WOULD NOT RETRACT AFTER TAKEOFF. MAINTENANCE REMOVED AND REPLACED RIGHT MAIN LANDING GEAR LEVER. EXTENSION AND RETRACTION TEST OF MAIN LANDING GEAR WAS GOOD. (M)									
3260 UF6A	856AW 2032	BAG ATP				UPLOCK SWITCH 1ENN14	OUT OF ADJUST NR 1 MLG	12023	12/17/97 UF6A971213
ORD - FLT 5744 - LEFT MAIN GEAR DID NOT INDICATE UP AND LOCKED AFTER TAKEOFF. MAINTENANCE ADJUSTED UPLOCK MICROSWITCH. EXTENSION AND RETRACTION TEST CHECKED GOOD. (M)									
3350 UF6A	851AW 2020	BAG ATP				BATTERY P4010021	DISCHARGED CABIN	13593	12/26/97 UF6A971226
ORD - FLT 5719 - FLIGHT ATTENDANT 'B' FLASHLIGHT IS NOT WORKING. MAINTENANCE REMOVED AND REPLACED FLASHLIGHT BATTERY. SYSTEM OPS CHECKED GOOD. (M)									
3350 UF6A	852AW 2021	BAG ATP				LIGHT 58786	LOOSE BS 90	13352	12/14/97 UF6A971212
ORD - FLT 5722 - FLOOR CABIN EMERGENCY LIGHTS INOP AT ROW 3 AND 7. RECONNECTED LIGHT STRIP. EMERGENCY LIGHTS OPS CHECKED GOOD. (M)									
3350 UF6A	852AW 2021	BAG ATP				BULB OL3071BPEGPL	FAILED CABIN	13375	12/18/97 UF6A971218
SBN - EMERGENCY EXIT SIGN ON RIGHT SIDE OF THE AFT BAGGAGE DOOR HAS 2 BULBS INOP. MAINTENANCE REMOVED AND REPLACED 2 BULBS IN THE EMERGENCY EXIT SIGN. SYSTEM OPS CHECKED GOOD. (M)									
3350 UF6A	852AW 2021	BAG ATP				BULB 723	FAILED CABIN	13375	12/18/97 UF6A971216
SBN - FLT 5751 - GALLEY ROOF EMERGENCY LIGHT INOP. MAINTENANCE REMOVED AND REPLACED GALLEY ROOF LIGHT BULB. SYSTEM OPS CHECKED GOOD. (M)									

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3350 UF6A	852AW 2021	BAG ATP				LIGHT 58786	LOOSE CABIN	13375	12/18/97 UF6A971219
SBN - EMERGENCY FLOOR LIGHT STRIP AT 3CD IS INOP. MAINTENANCE RESECURED LIGHT STRIP. SYSTEM OPS CHECKED GOOD. (M)									
3350 UF6A	853AW 2022	BAG ATP				BATTERY P4010021	DISCHARGED CABIN		12/1/97 UF6A971201
ORD - AFT FLIGHT ATTENDANT FLASHLIGHT LED LIGHT INOP. MAINTENANCE REPLACED BATTERY. OPS CHECKED GOOD. (M)									
3350 UF6A	853AW 2022	BAG ATP				BULB 013071BPEGP1	FAILED CABIN	13282	12/5/97 UF6A971206
SBN - BULB OUT ON EMERGENCY LIGHT STRIP UNDER LEFT OVERWING ESCAPE WINDOW. MAINTENANCE REMOVED AND REPLACED BULB UNDER LEFT OVERWING ESCAPE WINDOW. SYSTEM OPS CHECKED GOOD. (M)									
3350 UF6A	856AW 2032	BAG ATP				BULB GE1317	FAILED CABIN		12/18/97 UF6A971217
SBN - LEFT AFT OVERWING EXTERNAL EMERGENCY LIGHT BULB INOP. MAINTENANCE REMOVED AND REPLACED BULB. SYSTEM OPS CHECKED GOOD. (M)									
3350 UF6A	857AW 2034	BAG ATP				BATTERY P4010021	DISCHARGED CABIN	11912	12/17/97 UF6A971214
ORD - FLT 5712 - AFT FLIGHT ATTENDANT FLASHLIGHT IS NOT WORKING. MAINTENANCE REMOVED AND REPLACED THE AFT FLIGHT ATTENDANT FLASHLIGHT BATTERY. FLASHLIGHT CHECKED GOOD. (M)									
3350 UF6A	858AW 2035	BAG ATP				POWER SUPPLY 6013211	INOPERATIVE CABIN	6028	12/3/97 UF6A971204
ORD - FLT 5756 - SEVERAL STRIPS OF FLOOR LIGHTS ARE OUT. MAINTENANCE REMOVED AND REPLACED NR 3 EMERGENCY LIGHT POWER PACK. SYSTEM OPS CHECKED GOOD. (M)									
3350 UF6A	858AW 2035	BAG ATP				WIRE 58791	FAILED CABIN	11442	12/23/97 UF6A971225
SBN - FLOOR PROXIMITY LIGHT AT ROW 9C/D INOP. MAINTENANCE REMOVED AND REPLACED LEAD ASSEMBLY FOR THE FLOOR PROXIMITY LIGH TAT POSITION 9C/D. (M)									
3350 UF6A	859AW 2036	BAG ATP				LAMP GE1317	FAILED CABIN	11700	12/21/97 UF6A971222
SBN - RIGHT AFT OVERWING EGRESS LIGHT INOP. MAINTENANCE REMOVED AND REPLACED BULB. SYSTEM OPS CHECKED GOOD. (M)									
7312 UF6A	859AW 2036	BAG ATP				FUEL HEATER 10718D	FAILED NR 1 POSITION	7438	11/16/97 UF6A971104
ORD - FLT 5729 - ENGINE OIL CWP ILLUMINATED IN FLIGHT. WHEN PROPS PULLED TO 85 PERCENT OIL PRESSURE FLUCTUATED BETWEEN RED LINE AND 56 PSI. MAINTENANCE REMOVED AND REPLACED NR 1 OIL FUEL HEATER. SYSTEM OPS CHECKED GOOD. (M)									
7931 UF6A	859AW 2036	BAG ATP				PRESS TRANSDUCER APT3610003000	DIRTY NR 1 ENGINE	11514	11/15/97 UF6A971102
ORD - FLT 5748 - NR 1 ENGINE OIL PRESSURE CWP ILLUMINATED. MAINTENANCE INSPECTED AND CLEANED NR 1 ENGINE OIL PRESSURE TRANSDUCER CANNON PLUG. SYSTEM OPS CHECKED GOOD. (M)									
2422 RAIA	340TE 939	BAG JETSTM3201				INVERTER 1B3501B13	FAILED AVIONICS BAY		10/13/97 RAIA971008
FLT 7504 - STL - MAIN INVERTER FAILED IN FLIGHT. MAINTENANCE REPLACED MAIN INVERTER. (M)									

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2424 RAIA	423AM 858	BAG JETSTM3201				GCU 51539002	FAILED NR 1	10048	1/22/98 RAIA980122
STL - FLT 7203 - LEFT GENERATOR DROPPED OFF LINE. REPLACED GENERATOR CONTROL UNIT. (M)									
2424 VTZA	478UE 892	BAG JETSTM3201				GCU 51539002A	FAILED LT ENGINE		1/1/98 VTZA98001
FLT 6372 - IAD-HLB - DURING TAXI, AIRCRAFT MADE AN UNSCHEDULED LANDING DUE TO LEFT GENERATOR FELL OFF LINE AND WOULD NOT RESET. AIRCRAFT RETURNED TO GATE AND WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REMOVED AND REPLACED GCU, OPS CHECK OK. AIRCRAFT WAS RELEASED AND RETUREND TO SERVICE. (M)									
2612 WTAA	402UE 734	BAG JETSTM3101				CONNECTOR	DIRTY LT/RT SYSTEM		2/7/98 WTAA980027
LAX - LEFT AND RIGHT FIRE DETECTION SYSTEM ACTIVATED ON TAXI. AIRCRAFT RETURNED TO GATE. MAINTENANCE WAS UNABLE TO DUPLICATE REPORTED DISCREPANCY. SYSTEM OPERATIONAL CHECK NORMAL. CLEANED ELECTRICAL CONNECTIONS AS PRECAUTION. AIRCRAFT RETURNED TO SERVICE. (M)									
2612 WTAA	431UE 813	BAG JETSTM3101				FIRE WIRE 51224127	FAILED RT ENGINE		12/6/97 WTAA970221
OXR - RIGHT ENGINE FIRE WARING CAP LIGHT ILLUMINATED ON TAXI OUT. MAINTENANCE REPLACED FORWARD FIRE WIRE ON RIGHT ENGINE. FIRE DETECTOR SYSTEM OPERATIONAL CHECK SATISFACTORY. AIRCRAFT RETURNED TO SERVICE. (X)									
2612 RAIA	867AE 867	BAG JETSTM3201				FIRE LOOP 51224127	FAILED LT ENGINE	13844	1/18/98 RAIA980118
FLT 4737 - SFO - LEFT ENGINE FIRE CAPTION ILLUMINATED DURING TAXI. MAINTENANCE INSPECTED FOUND LEFT ENGINE FIRE LOOP TO BE FAULTY. NO INDICATION OF FIRE. REPLACED LEFT ENGINE FIRE LOOP. (M)									
2612 SABA	964AE 964	BAG JETSTM3201				FIRE LOOP D2370120	CHAFED NR 2 ENGINE		2/4/98 SABA980008
OAJ - FLT 5114 - ON FLIGHT FROM LAJ/CLT AFTER TAKEOFF AND AT 6,000 FEET DURING CLIMB-OUT, NR 2 ENGINE FIRE BELL AND FIRE LIGHT CAME ON. AIRCREW FIRED BOTH FIRE BOTTLES ON NR 2 ENGINE. NR 2 ENGINE SHUT DOWN. AIRCRAFT RETURNED TO OAJ. AIRCREW DECLARED, IN-FLIGHT EMERGENCY. EMERGENCY PROCEDURES WERE USED. EMERGENCY VEHICLES WERE CALLED OUT. AIRCRAFT LANDED AT OAJ WITH NO OTHER PROBLEMS. MAINTENANCE DEPLOYED FROM CLT/OAJ. MAINTENANCE FOUND THE FORWARD FIRE LOOP ON NR 2 ENGINE CHAFED AND SHORTED OUT. REMOVED AND REPLACED THE FORWARD FIRE LOOP. REPLACED LEFT AND RIGHT FIRE BOTTLES AND SQUIBS. ENGINE RUN COMPLETED. FIRE WARNING SYSTEM OPS CHECKED GOOD. AIRCRAFT RETURNED TO SERVICE AT 1,558 HOURS. (X)									
2751 VTZA	486UE 905	BAG JETSTM3201				INDICATOR PW2034SDBU17	FAILED TE FLAPS		10/27/97 VTZA97605
FLT 6552 - IAD-CLE - AIRCRAFT RETURNED TO GATE DUE TO FLAP POSITION INDICATOR DROPPED TO 35 DEGREES THEN TO 10 DEGREES. MAINTENANCE INSPECTED AND OPENED DMI 41159, MEL 27-3. MAINTENANCE CLOSED DMI 41159 ON 11-01-97 BY REMOVING AND REPLACING FLAP POSITION INDICATOR. OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
2910 VTZA	484UE 899	BAG JETSTM3201				HYD LINE 13791231157	LEAKING RIGHT		2/17/98 VTZA98070
FLT 6200 - IAD-ROA - DURING TAXI, RETURNED TO GATE DUE TO LOST OF HYDRAULICS AND BRAKES ON TAXIWAY. MAINTENANCE INSPECTED AND FOUND HYDRAULIC LINE LEAKING AND REMOVED AND REPLACED LINE. OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
2932 RAIA	424AM 865	BAG JETSTM3201				SEAL MS287786	LEAKING TRANSMITTER		1/22/98 RAIA980123
STL - FLT 7446 - HYDRAULIC PRESSURE DROPPED IN FLIGHT. REPLACE SEAL ON FITTING OF PRESSURE TRANSMITTER. (M)									

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3010 VTZA	495UE 818	BAG JETSTM3201				DE-ICE BOOT	DAMAGED VERT STABILIZER		12/29/97 VTZA97712
FLT 6475 - IAD-SCE - DURING CRUISE, MADE AN UNSCHEDULED LANDING DUE TO TAIL DE-ICE WOULD NOT INFLATE IN MANUAL OR AUTO MODE. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND FOUND SMALL HOLES AND PATCHED VERTICAL STABILIZER DE-ICE BOOT, OPS CHECK OK. AIRCRAFT WAS RELEASED AND RETURNED TO SERVICE. (M)									
3040 WTAA	425UE 798	BAG JETSTM3101				WIPER MOTOR XW20173M1	FAILED COCKPIT		3/31/98 WTAA980060
LAX - LEFT WIPER MOTOR INOPERATIONAL. AIRCRAFT RETURNED TO STATION. MAINTENANCE REPLACED LEFT WIPER MOTOR. OPERATIONAL CHECK SATISFACTORY. AIRCRAFT RETURNED TO SERVICE. (M)									
3040 VTZA	476UE 884	BAG JETSTM3201				WIPER MOTOR 2311M511	FAILED LT WINDSHIELD		2/17/98 VTZA98071
FLT 6325 - IAD-GSO - DURING TAXI FLT, AIRCRAFT RETURNED TO GATE DUE TO CAPTAINS WIPER MOTOR CIRCUIT BREAKER POPPED AND SMOKE SMELL IN COCKPIT. MAINTENANCE INSPECTED AND REMOVED AND REPLACED WIPER MOTOR, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
3040 RAIA	433AM 885	BAG JETSTM3201				CONTROLLER 327310	FAILED LT WINDSHIELD		1/16/98 RAIA980117
FLT 7512 - STL - LEFT FORWARD COCKPIT WINDSCREEN HEATING ELEMENTS BEGAN GLOWING, CREW TURNED WINDSCREEN HEAT OFF. MAINTENANCE FOUND LEFT WINDSCREEN HEAT CONTROLLER FAULTY. REPLACED LEFT CONTROLLER AND WINDSCREEN. (M)									
3160 VTZA	470UE 814	BAG JETSTM3201				PANEL 046302001	FAILED COCKPIT		12/18/97 VTZA97716
IAD-CHO - FLT 6235 - ABORTED TAKEOFF DUE TO RT OIL PRESSURE WARNING LIGHT ILLUMINATED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REMOVED AND REPLACED CAPTION PANEL, OPS CHECK OK. AIRCRAFT WAS RELEASED AND RETURNED TO SERVICE. (M)									
3222 VTZA	496UE 900	BAG JETSTM3201				STRUT	REQ'D SERVICE NLG		12/28/97 VTZA97709
FLT 6194 - LYH-IAD - DURING TAKEOFF, MADE AN UNSCHEDULED LANDING DUE TO LANDING GEAR WOULD NOT RETRACT, AIRCRAFT WENT TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND FOUND THAT THE NOSE GEAR STRUT WOULD NOT EXTEND. MAINTENANCE SERVICED NOSE STRUT AND PERFORMED GEAR SWING, OPS CHECK OK. AIRCRAFT WAS RELEASED AND RETURNED TO SERVICE. (M)									
3230 RAIA	433AM 885	BAG JETSTM3201				RELEASE VALVE 7445B	TRIPPED HYD BAY	13803	1/25/98 RAIA980128
STL - FLT 7372 - GEAR WOULD NOT RETRACT WHEN SELECTED UP. RESET LANDING GEAR CONTROL RELEASE VALVE. (M)									
3234 RAIA	864AE 864	BAG JETSTM3201				HANDLE DN1076ZMK4	FAILED INST PANEL		2/5/98 RAIA980208
FLT 4784 - LAX - LANDING GEAR WOULD NOT RETRACT AFTER TAKEOFF. MAINTENANCE REPLACED LANDING GEAR HANDLE. (M)									
3240 VTZA	473UE 828	BAG JETSTM3101				BRAKE SYSTEM	MALFUNCTIONED MLG		10/23/97 VTZA97595
FLT 6384 - ROC-IAD - MADE A SCHEDULED LANDING WITH ONE DISCREPANCY, BRAKES SEEM TO HOLD AIRCRAFT. TAKES EXCESSIVE FORCE TO MOVE AIRCRAFT. AIRCRAFT WENT TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND SERVICED BRAKE SYSTEM AND TAXIED AIRCRAFT, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
3240 VTZA	481UE 895	BAG JETSTM3201				BRAKE ASSY 215221	DAMAGED RT MLG		2/17/98 98ZZZM331
FLT 6414 - IAD-GSO - DURING TAXI FLT, AIRCRAFT RETURNED TO GATE DUE TO A/C WOULD NOT MOVE FORWARD ON TAXIWAY. MAINTENANCE INSPECTED AND FOUND RT MAIN TIRE BLOWN. MAINTENANCE REMOVED AND REPLACED RT MAIN TIRE AND BRAKE ASSEMBLY. OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									

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3244 VTZA	481UE 895	BAG JETSTM3201				MAIN TIRE 31485	BLOWN RT MLG		2/17/98 VTZA98072
FLT 6414 - IAD-GSO - DURING TAXI FLT, AIRCRAFT RETURNED TO GATE DUE TO A/C WOULD NOT MOVE FORWARD ON TAXIWAY. MAINTENANCE INSPECTED AND FOUND RT MAIN TIRE BLOWN. MAINTENANCE REMOVED AND REPLACED RT MAIN TIRE AND BRAKE ASSEMBLY. OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
3246 VTZA	493UE 805	BAG JETSTM3201				WHEEL BEARING L610549	FAILED LT MLG		10/22/97 VTZA97594
FLT 6466 - PHF-IAD - DURING TAXI AT GATE, LOUD CRUNCHING SOUND FROM LANDING GEAR WAS HEARD. AIRCRAFT WENT TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTION LANDING GEAR SYSTEM AND FOUND LEFT MAIN WHEEL BEARING HAD FAILED. MAINTENANCE REMOVED AND REPLACED LEFT MAIN LANDING GEAR. MAINTENANCE PERFORMED GEAR SWING AND TAXI CHECK, OPS CHECK GOOD. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
3260 REXA	317PX 688	BAG JETSTM3101				WIRE	OPEN LT MLG		2/8/98 REXA98046
LEFT MAIN GEAR INTRANSIT LIGHT REMAINED ON AFTER GEAR RETRACTION. RE-BUTT SPLICED UPLOCK SWITCH WIRES ON LEFT MAIN LANDING GEAR. OPS CHECK GOOD. (M)									
3260 WTAA	402UE 734	BAG JETSTM3101				SWITCH 1373015SK401	DIRTY COCKPIT		3/28/98 WTAA980056
SFO - CAP PANEL GEAR LIGHT REMAINED ILLUMINATED AFTER GEAR RETRACTION AND ALL INDICATION LIGHTS EXTINGUISHED. AIRCRAFT RETURNED TO STATION AIRCRAFT FERRIED TO FAT FOR REPAIRS. MAINTENANCE UNABLE TO DUPLICATE REPORTED DISCREPANCY. AS PRECAUTION CLEANED THROTTLE SYNCHRO MICROSWITCHES. SYSTEM OPERATIONAL CHECK SATISFACTORY. AIRCRAFT RETURNED TO SERVICE. (M)									
3260 WTAA	423UE 799	BAG JETSTM3101				SWITCH 622800200	FAILED RT MLG		3/31/98 WTAA980059
FAT - 3 GREEN DOWN AND LOCK INDICATION AND RIGHT INTRANSIT LIGHT REPORTED ILLUMINATED AT THE SAME TIME. MAINTENANCE REPLACED RIGHT MAN GEAR DOWNLOCK MICROSWITCH. OPERATIONAL CHECK SATISFACTORY. AIRCRAFT RETURNED TO SERVICE. (M)									
3260 RAIA	425AM 870	BAG JETSTM3201				SWITCH 9005EN8	FAILED LT MLG		3/31/98 RAIA980322
FLT 7058 - STL - LEFT MAIN LANDING GEAR INTRANSIT LIGHT REMAINED ON AFTER GEAR RETRACTION. MAINTENANCE REPLACED LEFT MAIN LANDING GEAR UPLOCK SWITCH. (M)									
3350 WTAA	107XV 723	BAG JETSTM3101				BATTERY PACK 311701	DISCHARGED CABIN		12/10/97 WTAA970228
SFO - EMERGENCY LIGHTS INOPERATIONAL DURING TEST. MAINTENANCE REPLACED EMERGENCY BATTERY PACKS. EMERGENCY LIGHTS OPERATIONAL CHECK SATISFACTORY. AIRCRAFT RETURNED TO SERVICE. (X)									
3350 WTAA	107XV 723	BAG JETSTM3101				BATTERY PACK 311701	DISCHARGED CABIN		12/9/97 WTAA970225
SMF - EMERGENCY LIGHTS INOPERATIONAL DURING TEST. MAINTENANCE REPLACED FOUR EACH EMERGENCY BATTERY PACKS. EMERGENCY LIGHTS OPERATIONAL CHECK SATISFACTORY. AIRCRAFT RETURNED TO SERVICE. (X)									
3350 WTAA	403UE 743	BAG JETSTM3101				BATTERY PACK 311701	DISCHARGED CABIN		2/8/98 WTAA980029
SFO - EMERGENCY EXIT LIGHTS REPORTED INOPERATIONAL. MAINTENANCE REPLACED EMERGENCY LIGHT BATTERY PACKS. OPERATIONAL CHECK SATISFACTORY. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 WTAA	403UE 743	BAG JETSTM3101				BATTERY PACK 311701	DISCHARGED CABIN		3/31/98 WTAA980058
FAT - EMERGENCY LIGHT AT ESCAPE HATCH SIGN INOPERATIONAL. MAINTENANCE REPLACED BATTERY PACK FOR EMERGENCY EXIT SIGN. OPERATIONAL CHECK SATISFACTORY. AIRCRAFT RETURNED TO SERVICE. (M)									

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3350 WTAA	417UE 794	BAG JETSTM3101				BATTERY PACK 311701	DISCHARGED CABIN		12/9/97 WTAA970226
FAT - EMERGENCY LIGHTS FAILED TO ILLUMINATE FOR MORE THAN 5 SECONDS. MAINTENANCE REPLACED ALL EMERGENCY LIGHT BATTERY PACKS. OPERATIONAL CHECK SATISFACTORY. AIRCRAFT RETURNED TO SERVICE. (X)									
3350 WTAA	428UE 806	BAG JETSTM3101				LAMP 995918	INOPERATIVE COCKPIT		2/24/98 WTAA980038
LAX - LEFT MAIN LANDING GEAR DOWN AND LOCK FAILED TO ILLUMINATE WHEN GEAR SELECTED DOWN. MAINTENANCE RELAMPED GEAR POSITION INDICATOR. OPERATIONAL CHECK SATISFACTORY. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 VTZA	485UE 901	BAG JETSTM3201				LIGHTS	MALFUNCTIONED CABIN		12/18/97 VTZA97714
FLT 6312 - IAD-JFK - ABORTED TAKEOFF DUE TO EMERGENCY LIGHTS WARNING ILLUMINATED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND FOUND LIGHTS FUNCTIONING NORMALLY, OPS CHECK OK. AIRCRAFT WAS RELEASED AND RETURNED TO SERVICE. (M)									
3414 VTZA	480UE 894	BAG JETSTM3201				AIRSPEED IND 39948B2236	FAILED LT COCKPIT		2/20/98 VTZA98082
FLT 6152 - BGM-IAD - DURING TAKEOFF, EXPERIENCED 20 KTS DIFFERENCE BETWEEN THE CAPT'S AND F/O'S ASI. CREW ABORTED TAKEOFF AND RETURNED TO THE GATE AND NOTIFIED MAINTENANCE CONTROL. IAD MAINTENANCE WAS DISPATCHED WITH REPLACEMENT COMPONENTS TO BGM. UPON ARRIVAL AT BGM MAINTENANCE FOUND THAT THE CAPT'S ASI WAS DEFECTIVE. MAINTENANCE REMOVED AND REPLACED THE CAPT'S ASI AND PERFORMED ALL REQUIRED CHECKS. AIRCRAFT WAS THEN RELEASED FOR SERVICE. (M)									
3416 REXA	307PX 673	BAG JETSTM3101				ALTIMETER B4515210004	FAILED RT COCKPIT		5/4/97 REXA97122
140 FEET DIFFERENCE BETWEEN LEFT AND RIGHT ALTIMETERS. REMOVED AND REPLACED RIGHT ALTIMETER. (M)									
3420 REXA	303PX 662	BAG JETSTM3101				DUAL COMPENSATOR 2593379001	FAILED LT/RT		5/4/97 REXA97118
50 DEGREE HEADING SPLIT AFTER TAKEOFF. REMOVED AND REPLACED DUAL COMPENSATOR. PERFORMED COMPASS SWING ON GROUND. (M)									
5210 VTZA	479UE 893	BAG JETSTM3201				ACTUATOR JE5	DIRTY PAX DOOR		2/17/98 VTZA98074
FLT 6600- IAD-DAY - DURING CLIMB, AIRCRAFT MADE AN UNSCHEDULED LANDING AT IAD DUE TO PASSENGER DOOR WARNING LIGHT ILLUMINATED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND CLEANED AND LUBED MICROSWITCH DRAW BOLT ACTUATOR, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
5210 VTZA	479UE 893	BAG JETSTM3201				MECHANISM	LACK OF LUBE PAX DOOR		12/24/97 VTZA97705
FLT 6262 - IAD-GSO - DURING TAKEOFF, MADE AN UNSCHEDULED LANDING DUE TO PAX DOOR WARNING LIGHT ILLUMINATED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND CLEANED AND LUBED LOWER PLUNGER THAT WAS STUCK, OPS CHECK OK. AIRCRAFT WAS RELEASED AND RETURNED TO SERVICE. (M)									
5610 VTZA	370MT 800	BAG JETSTM3201				WINDOW 1371086C2	LOOSE RT COCKPIT		12/22/97 VTZA97703
FLT 6423 - IAD-ROC - DURING CLIMB, RETURNED TO IAD DUE TO WATER LEAKING BEHIND THE INSTRUMENT PANEL ON THE FIRST OFFICERS SIDE. MAINTENANCE WAS NOTIFIED AND TROUBLESHOT THE DISCREPANCY AND FOUND THAT THE FIRST OFFICERS DV WINDOW LATCH WAS NOT SECURING THE WINDOW PROPERLY. MAINTENANCE REMOVED AND REPLACED THE DV WINDOW AND PERFORMED THE REQUIRED CHECKS IAW THE MM PROCEDURES. AIRCRAFT WAS THEN RELEASED FOR SERVICE. (M)									
5610 VTZA	486UE 905	BAG JETSTM3201				WINDSHIELD	LOOSE LT COCKPIT		12/22/97 VTZA97700
FLT 6423 - IAD-ROC - DURING TAXI FROM GATE, EXPERIENCED A DISCREPANCY WITH WATER LEAKING BEHIND THE CAPTAINS INSTRUMENT PANEL. AIRCRAFT RETURNED TO THE GATE WHERE MAINTENANCE TROUBLESHOT THE DISCREPANCY AND CHECKED THE TORQUE ON THE CAPTAINS WINDSCREEN ATTACH HARDWARE. MAINTENANCE RESEALED THE WINDSCREEN IAW MX PROCEDURES AND AWAITED THE PROPER CURE TIME FOR THE SEALANT. AIRCRAFT WAS THEN RELEASED FOR SERVICE. (M)									

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6110		BAG JETSTM3101		ROTOL R333482F12		BALL SET 850000058	CORRODED PROPELLER ASSY	10721 5750	11/1/96 EY2R9601177
		CORROSION FOUND ON BALL SET.							
6110		BAG JETSTM3101		ROTOL R333482F12		SLEEVE 660706613	CORRODED PROPELLER ASSY	10721 5750	11/1/96 EY2R9601176
		CORROSION FOUND ON SLEEVE.							
6110		BAG JETSTM3101		ROTOL R333482F12		CAP SCREW 130035908	CORRODED PROPELLER ASSY	21844 5889	11/1/96 EY2R9601175
		CAP SCREW FOUND CORRODED.							
6110 WTAA	401UE 729	BAG JETSTM3101		ROTOL R333482F12		PROPELLER	BIRD STRIKE LT ENGINE		12/26/97 WTAA970233
		MCE - BIRD STRIKE TO LEFT PROPELLER ON LANDING REPORTED. MAINTENANCE C/W BIRD STRIKE INSPECTION. NO DAMAGE NOTED. AIRCRAFT RETURNED TO SERVICE. (X)							
6120 WTAA	426UE 774	BAG JETSTM3101				OVERSPEED SWITCH 10147	FAILED COCKPIT		4/1/98 WTAA980061
		FAT - ON CLIMB-OUT AT 140 KNOTS OVERSPEED HORN SOUNDED. AIRCRAFT RETURNED TO STATION. MAINTENANCE REPLACED OVERSPEED SWITCH. OPERATIONAL CHECK SATISFACTORY. AIRCRAFT RETURNED TO SERVICE. (M)							
6120 VTZA	488UE 907	BAG JETSTM3201				PROP PITCH CONTL 89548115	FAILED RT ENGINE		9/29/97 VTZA97521
		FLT 6249 - IAD-BGM - MADE A UNSCHEDULED LANDING AT IAD DUE TO RIGHT ENGINE RPM'S FLUCTUATED PLUS OR MINUS 5 PERCENT IN FLIGHT. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REMOVED AND REPLACED RIGHT ENGINE PPC, OPS CHECK OK. AIRCRAFT WAS APPROVED AND RELEASED FOR RETURN TO SERVICE. (M)							
7200 SABA	168PC 694	BAG JETSTM3101	GARRTT TPE33110U			ENGINE	FAILED NR 2		10/29/97 SABA970038
		RIGHT ENGINE OIL PRESSURE LIGHT CAME ON DURING FLIGHT AND GAUGE DROPPED TO AROUND 45 PSI. FLT CREW SHUT DOWN RIGHT ENGINE. IN FLIGHT EMERGENCY WAS DECLARED. AIRCRAFT DIVERTED TO TRI AND MADE A SINGLE ENGINE LANDING WITH NO OTHER PROBLEMS. MAINTENANCE TEAM DEPLOYED TO TRI AIRPORT. INTERNAL PROBLEMS WERE DISCOVERED. METAL IN FILTERS. REMOVED AND REPLACED RIGHT ENGINE. GROUND RUN, RIGGED AND OPS CHECKED GOOD. AIRCRAFT RETURNED TO SERVICE. (M)							
7200 WTAA	401UE 729	BAG JETSTM3101	GARRTT TPE33110U			ENGINE	BIRD STRIKE RIGHT		12/10/97 WTAA970227
		FAT - ON APPROACH, BIRD STRIKE REPORTED AT RIGHT AVIONICS DOOR FOLLOWED BY RT ENGINE FLAME-OUT AFTER INGESTING BIRD. CREW DECLARED EMERGENCY. AIRCRAFT LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED RIGHT ENGINE, PROPELLER ASSY AND AVIONICS DOOR. OPERATIONAL CHECK SATISFACTORY. AIRCRAFT RETURNED TO SERVICE. (X)							
7261 REXA	332PX 702	BAG JETSTM3101	GARRTT TPE3311			SCAVENGE PUMP 86504610	INOP RIGHT		2/10/98 REXA98053
		OIL CAP LIGHT ACCOMPANIES BY NO OIL PRESSURE AND NO BETA LIGHT. REPLACED TURBINE SCAVENGE PUMP. (M)							
7400 VTZA	486UE 905	BAG JETSTM3201				PRESSURE SWITCH 31057463	FAILED LT ENGINE		12/28/97 VTZA97708
		FLT 6588 - IAD-PIT - AIRCRAFT RETURNED TO GATE DUE TO LEFT AUTO RE-IGNITION WOULD NOT TEST. MAINTENANCE INSPECTED AND OPENED DMI 41172, MEL 74-5. MAINTENANCE CLOSED DMI 41172 ON 01-01-98 BY REMOVING AND REPLACING PRESSURE SWITCH, OPS CHECK OK. AIRCRAFT WAS RELEASED AND RETURNED TO SERVICE. (M)							

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7712 REXA	303PX 662	BAG JETSTM3101				TTL	MALFUNCTIONED RT ENGINE		6/25/97 REXA97178
RETURNED TO RAMP WITH RIGHT ENGINE TORQUE FALLING OFF ON TAKEOFF. DEFERRED TTL. (M)									
7712 REXA	335PX 712	BAG JETSTM3101				TQ SIGNAL COND	OUT OF ADJUST LT ENGINE		5/16/97 REXA97132
LEFT ENGINE LOW ON TORQUE. ADJUSTED LEFT SIGNAL CONDITIONER. (M)									
7712 VTZA	473UE 828	BAG JETSTM3101				WIRE HARNESS 8974696	FAILED LT ENGINE		10/26/97 VTZA97598
FLT 6242 - PHF-IAD - ABORTED TAKEOFF DUE TO LEFT ENGINE TORQUE FLUCTUATION. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND GROUND RAN AIRCRAFT WITH TTL AND SRL OFF, NO FIX. MAINTENANCE REMOVED AND REPLACED LEFT ENGINE SOFT HARNESS, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
7712 VTZA	494UE 810	BAG JETSTM3201				TQ SIGNAL COND 3102476211	FAILED RT ENGINE		2/17/98 VTZA98073
FLT 6261 - IAD-EWR - AIRCRAFT MADE AN UNSCHEDULED LANDING DUE TO RT ENGINE EGT FLUCTUATION. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND CLEAN CANNON PLUG AND REMOVED AND REPLACED TORQUE SIGNAL CONDITIONER, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
7714 VTZA	492UE 790	BAG JETSTM3201				TACH GENERATOR AG44AF	FAILED LT ENGINE		12/23/97 VTZA97704
FLT 6262 - IAD-GSO - DURING CLIMB, MADE AN UNSCHEDULED LANDING DUE TO LEFT TACH GENERATOR FAILURE. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REMOVED AND REPLACED LEFT TACH GENERATOR, OPS CHECK OK. AIRCRAFT WAS RELEASED AND RETURNED TO SERVICE. (M)									
7714 RAIA	428AM 877	BAG JETSTM3201				TACH GENERATOR AG34	FAILED LT ENGINE		2/3/98 RAIA980202
FLT 7336 - STL - LEFT ENGINE RPM WENT TO ZERO DURING CLIMB. MAINTENANCE REPLACED LEFT ENGINE TACH GENERATOR. (M)									
7714 RAIA	428AM 877	BAG JETSTM3201				TACH GENERATOR AG34	FAILED RT ENGINE	8656	10/13/97 RAIA971010
FLT 7312 - STL - RIGHT ENGINE RPM WENT TO '0' ON TAKEOFF. MAINTENANCE REPLACED RIGHT ENGINE TACH GENERATOR. (M)									
7714 RAIA	430AM 880	BAG JETSTM3201				TACH GENERATOR AG34	FAILED RT ENGINE	1564	10/13/97 RAIA971009
FLT 7446 - STL - RIGHT RPM DROPPED TO '0' ON TAKEOFF ROLL. MAINTENANCE REPLACED RIGHT TACH GENERATOR. (M)									
7714 VTZA	476UE 884	BAG JETSTM3201				TACH GENERATOR AG44AF	FAILURE LT ENGINE		10/24/97 VTZA97600
FLT 6548 - IAD-SCE - AIRCRAFT MADE A UNSCHEDULED LANDING AT IAD DUE TO LEFT RPM GAUGE FAILURE. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REMOVED AND REPLACED TACH GENERATOR. OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
7830 REXA	302PX 661	BAG JETSTM3101				TR LINKAGE	OUT OF ADJUST RT ENGINE		6/28/97 REXA97179
*****	RIGHT ENGINE FLAMED OUT ON LANDING AFTER COMING OUT OF DEEP REVERSE. PULLED T-HANDLES AND FOLLOWED CHECKLIST. FLAME WAS OBSERVED IN ENGINE INLET. ENGINE WAS FOUND TO BE OUT OR RIG IN REVERSE. RIGGED REVERSE LINKAGE. (M)								

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7920 VTZA	486UE 905	BAG JETSTM3201				OIL LINE	LOOSE LT OIL COOLER		12/20/97 VTZA97715
FLT 6462 - BOS-JFK - DURING LANDING AT JFK WITH ONE DISCREPANCY WHICH WAS THE LEFT ENGINE SHUT DOWN ON LANDING. AIRCRAFT WENT TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AD FOUND OIL COOLER SUPPLY LINE LOOSE. MAINTENANCE RESECURED LINE AND SERVICED ENGINE, OPS CHECK OK. AIRCRAFT WAS RELEASED AND RETURNED TO SERVICE. (M)									
7921 WTAA	402UE 734	BAG JETSTM3101				INTAKE	BIRD STRIKE RT ENGINE		3/31/98 WTAA980057
LAX - BIRD STRIKE TO RIGHT ENGINE OIL COOLER INTAKE REPORTED. MAINTENANCE INSPECTED AREA FOR DAMAGE. NO DAMAGE NOTED. AIRCRAFT RETURNED TO SERVICE. (M)									
7931 REXA	303PX 662	BAG JETSTM3101				WIRE	CHAFED LT ENGINE		6/17/97 REXA97170
OIL CAP LIGHT LEFT ENGINE TAKEOFF ROLL, PRESSURE INDICATION WAS NORMAL. REPAIRED CHAFED WIRE ON OIL PRESSURE SWITCH HARNESS AT FIREWALL. (M)									
7931 VTZA	476UE 884	BAG JETSTM3201				TRANSDUCER 1241013	FAILED LT ENGINE		11/3/97 VTZA97614
FLT 6381 - IAD-CMH - AIRCRAFT MADE AN UNSCHEDULED LANDING AT IAD DUE TO LEFT OIL PRESSURE INDICATION DROPPED TO ZERO. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REMOVED AND REPLACED PRESSURE TRANSDUCER. OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
7933 REXA	304PX 663	BAG JETSTM3101				CONNECTOR CA3106R12SF80	FAILED RT OIL TEMP		5/11/97 REXA97124
DURING TAKEOFF AT APPROXIMATELY 80 PERCENT TORQUE, RIGHT ENGINE OIL TEMP BECAME ERRATIC. REMOVED AND REPLACED OIL TEMP CANNON PLUG. (M)									
7933 REXA	330PX 698	BAG JETSTM3101				CONNECTOR	DIRTY RT OIL TEMP		5/4/97 REXA97121
RIGH OIL TEMP IN RED ARC. CLEANED CANNON PLUG ON BACK OF OIL TRANSMITTER. (M)									
8200 REXA	330PX 698	BAG JETSTM3101				WARNING LIGHT	ILLUMINATED NR 1 WATER PUMP		5/5/97 REXA97117
NR 1 PUMP LIGHT ON DURING TAKEOFF. DEFERRED PER MEL 82-01-00. (M)									
1100 MASA	220YV UE220	BEECH 1900D				PLACARD 1293800061	OUT OF POSITION AIRSTAIR DOOR		2/6/98 MASA98021
FLT 7685 - MTJ-DEN - CREW REPORTED THAT THE MAIN CABIN DOOR WAS DIFFICULT TO OPEN AND THE LOCK MECHANISM WAS BINDING. THE PUSH BUTTON WAS RUBBING AGAINST THE INSIDE DOOR PLACARD. MAINTENANCE REPOSITIONED THE PLACARD. OPS CHECKED GOOD. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
2150 GUUA	11ZR UB11	BEECH 1900C				ACM	CONTAMINATED CABIN		1/23/98 98ZZM215
FLT 7391 - EYW-MCO - SMOKE IN COCKPIT DUE TO ENVIROMENTAL VALVE. AIRCRAFT RETURNED TO EYW AND LANDED WITHOUT INCIDENT. AIRCRAFT WAS FERRIED TO MIA. MAINTENANCE CLEANED OFF RESIDUAL SOAP IN ACM ORFICE. (M)									
2612 C2XA	69548 UE193	BEECH 1900D				BRACKET 101910523	BROKEN LT ENGINE		4/5/98 C2XA98CL035
CLE - FLT 3041 - CREW REPORTED THAT DURING TAXI THE LEFT ENGINE FIRE DETECTOR ACTIVATED, CREW PERFORMED QRH ITEMS. AIRCRAFT RETURNED TO GATE WITHOUT FURTHER INCIDENT. MAINTENANCE INSPECTED ENGINE AND FOUND THE FORWARD FIRE LOOP ATTACHMENT BRACKET BROKEN ALLOWING LOOP TO CONTACT EXHAUST STACK, NO INDICATION OF FIRE WAS EVIDENT. MAINTENANCE REMOVED AND REPLACED THE LEFT ENGINE FORWARD FIRE LOOP EXHAUST ATTACHMENT BRACKET IAW B1900D SRM 51-40-10, AIRCRAFT RELEASED FOR SERVICE. (M)									

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2620 JJBA	836CA UE32	BEECH 1900D				FIRE SWITCH 1143200523	STUCK COCKPIT	9073	1/31/98 98ZZM294
LT ENGINE FIRE EXTINGUISHER ANNUNCIATOR INOPERATIVE. REPLACED SWITCHED. (M)									
2752 JJBA	861CA UE164	BEECH 1900D				ACTUATOR 1295210501	BROKEN TE FLAP		2/6/98 98ZZM300
FLAP SYSTEM INOPERATIVE. LEFT INBOARD FLAP ACTUATOR BROKEN. (M)									
2910 GLBA	202ZK UE202	BEECH 1900D				LINE 1145800501	CRACKED HYD SYSTEM		1/5/98 GLBA98002
LOW HYDRO LIGHT WHEN GEAR CAME UP. BROKEN HYDRO LINE REPLACED. (M)									
3230 GUUA	198GA UB5	BEECH 1900C				CIRCUIT BOARD 1143640689	DAMAGED LANDING GEAR		12/13/97 98ZZM220
FLT 7299 - NAS-MIA - WHILE IN FLIGHT, LANDING GEAR HANDLE WOULD NOT EXTEND GEAR. EXTENDED GEAR MANUALLY. A/C LANDED SAFELY. REMOVED AND REPLACED PRINTED CIRCUIT BOARD. (M)									
3233 GUUA	195GA UB65	BEECH 1900C				ACTUATOR 11438004113	FAILED RT MLG		12/12/97 98ZZM222
FLT 7476 - MCO-MIA - WHEN GEAR IS RETRACTED RED HANDLE STAYS ILLUMINATED. RIGHT MAIN STAYS STUCK IN TRANSIT. DUE TO WEATHER IN MCO, FLT CONTINUED TO MIA WITH GEAR DOWN. REMOVED AND REPLACED RIGHT MAIN GEAR ACTUATOR. (M)									
3233 C2XA	81538 UE199	BEECH 1900D				ACTUATOR 11238002223	FAILED NLG		2/17/98 C2XA98CL013
CLE - FLT 3280 - CREW REPORTED THE NOSE GEAR LIGHT BARELY ILLUMINATES IN THE AIR BUT COMES TO FULL BRIGHTNESS ON THE GROUND. MAINTENANCE INSPECTED THE AIRCRAFT THEN REMOVED AND REPLACED THE NOSE GEAR ACTUATOR IAW B1900D MM 32-30-14. OPERATIONAL AND LEAK CHECKS WERE SATISFACTORY. AIRCRAFT RELEASED FOR SERVICE. (M)									
3233 JJBA	845CA UE47	BEECH 1900D				ACTUATOR 11438004113	LEAKING LT MLG	9825	1/29/98 98ZZM295
WHEN GEAR SELECTED DOWN, GEAR CIRCUIT BREAKER OPENED AND HYD PUMP CYCLED. RESET C/B, GEAR EXTENDED NORMALLY. REPLACED LEFT MAIN GEAR ACTUATOR. (M)									
3233 JJBA	854CA UE60	BEECH 1900D				ACTUATOR 114380041	FAILED LT MLG	9417	1/18/98 98ZZM213
GEAR WOULD NOT EXTEND. MLG ACTUATOR LEAKING. REMOVED AND REPLACED LT MLG ACTUATOR. (M)									
3234 GUUA	192GA UB17	BEECH 1900				CONTROL HANDLE 1013841377	FAILED LANDING GEAR		1/29/98 98ZZM214
FLT 7448 - TPA-EYW - LANDING GEAR WILL NOT RETRACT. AIRCRAFT RETURNED TO TPA AND WITHOUT INCIDENT. AIRCRAFT WAS FERRIED TO MIA WHERE MAINTENANCE REPLACED THE LANDING GEAR CONTROL HANDLE ASSY. (M)									
3246 GUUA	188GA UB14	BEECH 1900				WHEEL 40273	MISSING NR 2		12/1/97 98ZZM219
***** FLT 7413 - MIA-FPO - AFTER LANDING IN FPO DISCOVERED NR 2 WHEEL ASSEMBLY MISSING. INSPECTED AIRCRAFT FOUND BOTH BEARINGS, HOLD DOWN NUT, AND COTTER PIN INSTALLED ON AXLE. NO REMAINS OF RIM OR TIRE. INSPECTED AXLE ASSEMBLY, DETERMINED TO BE SERVICEABLE IAW CMM. INSTALLED SERVICEABLE IAW CMM. INSTALLED SERVICEABLE NR 2 WHEEL ASSY. REPLACED SQUAT SWITCH ARM AND PERFORMED GEAR SWINGS. (M)									
3251 JJBA	832CA UE22	BEECH 1900D				ACTUATOR 114388018	BINDING NLG STEERING	8181	1/30/98 98ZZM293
NOSE GEAR HARD TO CASTER. REPLACED POWER STEERING ACTUATOR. (M)									

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3260 GUUA	11ZR UB11	BEECH 1900C				SWITCH 1013810061	FAILED NLG		1/26/98 98ZZZM216
FLT 7177 - FLL-MCO - THE LANDING GEAR FAILED TO RETRACT FULLY AFTER TAKEOFF. EXTENDED GEAR, RETURNED TO FLL, AND LANDED WITHOUT INCIDENT. AIRCRAFT WAS FERRIED TO MIA. MAINTENANCE REPLACED THE NOSE LANDING GEAR UPLOCK SWITCH. SATISFACTORY CHECKS ON JACKS. (M)									
3260 MASA	146ZV UE146	BEECH 1900D				SWITCH 1003810061	OUT OF ADJUST NLG		2/9/98 MASA98024
FLT 551 - ALM-ABQ - CREW REPORTED WITH THE LNDING GEAR HANDLE IN DOWN POSITION, PILOT COULD NOT GET NOSE GREEN DOWN AND LOCKED INDICATION. RED GEAR HANDLE LIGHT WAS ILLUMINATED, BUT THERE WAS NO AUDIBLE WARNING. PILOT HAND PUMPED GEAR BUT DID NOT RECEIVE A GREEN LIGHT. CREW DECLARED AN EMERGENCY. AIRCRAFT LANDED WITHOUT INCIDENT. MAINTENANCE ADJUSTED THE NOSE UPLOCK SWITCH AND PERFORMED A GEAR RETRACTION. OPS CHECK GOOD. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
3260 MASA	146ZV UE146	BEECH 1900D				BULB GE327	FAILED LT MLG		2/6/98 MASA98020
FLT 407 - ROW-ABQ - CREW REPORTED, NO LEFT MAIN GEAR INDICATION. CREW VISUALLY VERIFIED GEAR WAS DOWN. CAPTAIN PUMPED GEAR DOWN UNTIL FELT RESISTANCE. CREW DECLARED AN EMERGENCY AND PROCEEDED TO LAND. AIRCRAFT LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE REMOVED AND REPLACED THE BULB IN THE MAIN LANDING GEAR ANNUNCIATOR ASSY. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
3260 MASA	146ZV UE146	BEECH 1900D				DOWNLOCK SWITCH 1003810061	FAILED NLG		2/11/98 MASA98027
FLT 407 - ROW-ABQ - ON APPROACH TO ABQ WITH GEAR SELECTED DOWN, PILOT DID NOT HAVE GREEN NOSE INDICATION AND RED HANDLE WAS STILL ILLUMINATED. CREW DECLARED EMERGENCY, PERFORMED FLYBY OF TOWER TO VERIFY GEAR WAS DOWN, AND LANDED WITHOUT INCIDENT. MAINTENANCE REMOVED AND REPLACED NOSE DOWNLOCK SWITCH. OPS CHECK GOOD, AIRCRAFT WAS RETURNED TO SERVICE. (M)									
3425 GLBA	97UX UE97	BEECH 1900D				WIRE	CHAFED RT COCKPIT		1/5/98 GLBA98004
CO-PILOT EADI BEGAN JUMPING AND FLICKERING. REPAIRED CHAFED WIRE IN AVIONICS BAY. (M)									
5210 MASA	37YV UE37	BEECH 1900D				CAMS 10151404715	OUT OF ADJUST PAX DOOR		2/18/98 MASA98031
FLT 7476 - CYS-DEN - IN DEN, CREW REPORTED THE CABIN DOOR WAS DIFFICULT TO OPEN AND CLOSE. MAINTENANCE RIGGED THE DOOR CAMS. OPS CHECK GOOD. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
5210 MASA	5YV UE5	BEECH 1900D				SEAL 129400371	FAILED AIRSTAIR DOOR		2/16/98 MASA98028
***** FLT 5288 - PBI-TLH - AT APPROXIMATELY 20,000 FEET, THE CREW HEAR A SHORT BURST FOLLOWED BY IMMEDIATE DECOMPRESSION. THE CREW DECLARED AN EMERGENCY AND EXECUTED A DESCENT TO 10,000 FEET. DURING THE DESCENT THE CREW COULD NOT GET OXYGEN TO FLOW TO THE MASKS UNTIL REACHING 10,000 FT. AIRCRAFT RETURNED TO THE FIELD. MAINTENANCE FOUND THE PASSENGER DOOR SEAL FROM THE TOP TO APPROXIMATELY HALF WAY DOWN HAD FAILED. MAINTENANCE REPLACED THE DOOR SEAL. THE OXYGEN SYSTEM WAS TROUBLESHOT, NO DISCREPANCIES WERE NOTED. OPS CHECK GOOD. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
5220 MASA	46YV UE46	BEECH 1900D				LATCH MECHANISM 1295140011	LACK OF LUBE EMER EXIT DOOR		5/18/97 MASA97287
DURING A 12,000 HOUR INSPECTION OF DOORS AND HATCHES, MAINTENANCE FOUND THE LEFT EMERGENCY EXIT DOOR LATCH ASSY WAS STIFF TO OPERATE. MAINTENANCE LUBED THE LATCH ASSY. (M)									
5220 MASA	46YV UE46	BEECH 1900D				LATCH MECHANISM 1295140011	STIFF EMER EXIT DOOR		5/18/97 MASA97286
DURING A 12,000 HOUR INSPECTION OF DOORS AND HATCHES, MAINTENANCE FOUND THE RIGHT FORWARD EMERGENCY EXIT DOOR LATCH ASSY WAS STIFF TO OPERATE. MAINTENANCE CLEANED AND LUBED THE LATCH ASSY. (M)									

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5220 MASA	46YV UE46	BEECH 1900D				LATCH MECHANISM 1295140011	STIFF EMER EXIT DOOR		5/18/97 MASA97285
DURING A 12,000 HOUR INSPECTION OF DOORS AND HATCHES, MAINTENANCE FOUND THE RIGHT AFT EMERGENCY EXIT DOOR LATCH ASSY WAS STIFF TO OPERATE. MAINTENANCE CLEANED AND LUBED THE LATCH ASSY. (M)									
5510 GUUA	198GA UB5	BEECH 1900C				HINGE 1016200111	CORRODED LT ELEVATOR		1/23/98 98ZZM218
AT SCHEDULED EMPENNAGE INSPECTION DETERMINED LEFT ELEVATOR, OUTBOARD AND CENTER HINGE ATTACH BRACKETS TO HAVE INTERGRANULAR CORROSION. REMOVED AND REPLACED OUTBOARD AND CENTER HINGE, ATTACH BRACKETS. (M)									
5520 GUUA	190GA UB1	BEECH 1900C				BRACKET 1016200111	CORRODED LT ELEVATOR		12/15/97 98ZZM221
AT SCHEDULED INSPECTION, DETERMINED LEFT OUTBOARD ELEVATOR HINGE BRACKET EXFOLIATED. REMOVED AND REPLACED LEFT OUTBOARD ELEVATOR HINGE BRACKET. (M)									
5521 GUUA	198GA UB5	BEECH 1900C				SPAR CAP 10162001445	CORRODED LT ELEVATOR		1/23/98 98ZZM217
AT SCHEDULED EMPENNAGE INSPECTION DETERMINED LEFT ELEVATOR UPPER AND LOWER SPAR CAPS TO HAVE INTERGRANULAR CORROSION THE LAST FOUR INCHES OUTBOARD. REPLACED LEFT ELEVATOR UPPER AND LOWER SPAR CAPS, P/N'S 101-920014-45, AND 101-620014-47. (M)									
5610 JJBA	847CA UE52	BEECH 1900D				WINDSHIELD 1143240206	FAILED COCKPIT		1/23/98 98ZZM292
CO-PILOTS WINDSHIELD HEAT INOP OVER 2/3 OF WINDSHIELD. WINDSHIELD HEATER FAILURE. REMOVED AND REPLACED CO-PILOTS WINDSHIELD. (M)									
5753 AMWA	228YV UE228	BEECH 1900D				SKIN 3516060258	CRACKED LT TE FLAP	7256	12/28/97 98ZZX785
ICT - OVERNIGHT MAINTENANCE FOUND LT OTBD FLAP HAD A .50 INCH CRACK IN CENTER OF BOTTOM SKIN AT AFT STRINGER. REPAIRED CRACK IAW AMWA TO 1900-27-00-0001.									
6110		BEECH 1900C		HARTZL HCB4MP3		BEARING 1851T	CORRODED PROPELLER ASSY	10073 2099	10/1/96 EY2R9601158
BEARING FOUND CORRODED.									
6110		BEECH 1900D		HARTZL HCE4A3A		CLAMP 51171	CORRODED PROPELLER ASSY	5420	10/1/96 EY2R9601172
PROP ASSY COUNTERWEIGHT CLAMP FOUND CORRODED.									
6110		BEECH 1900D		HARTZL HCE4A3A		BEARING 792	CORRODED PROPELLER ASSY	4539	12/1/96 EY2R9601314
PROP ASSY BEARING CORRODED.									
6111 EY2R		BEECH 1900D		HARTZL HCE4A3A		FORK 57D0495	CRACKED PITCH CHANGE	12821 4420	2/27/98 98ZZX1100
PROPELLER INSPECTION FOUND FORWARD EAR OF PITCH CHANGE FORK CRACKED IN INBOARD RADIUS OF PITCH PIN ENGAGEMENT SLOTS. THREE CRACKS.									
6122 JJBA	857CA UE71	BEECH 1900D				GOVERNOR 311849601	MALFUNCTIONED RT ENGINE		2/5/98 98ZZM299
TAKEOFF ABORTED, RIGHT PROP BEGAN TO FEATHER DURING APPLICATION OF T/O POWER. REPLACED GOVERNOR. (M)									

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2211 HEEA	789DS BB478	BEECH 200BEECH				COMPUTER 4008519916	FAILED AUTO FLIGHT		4/16/98 HEEA0013966
VERTICAL ATTITUDE FUNCTION INOPERATIVE.									
6110		BEECH 300BEECH		HARTZL HCB4MP3		BOLT 338614H	CORRODED PROPELLER ASSY	3613 815	11/1/96 EY2R9601232
BOLT CORRODED.									
2612 AJZA	388AV U188	BEECH C99				SENSOR 302158	MALFUNCTIONED RT ENGINE		4/11/98 98ZZZX1617
APPROXIMATELY 10 MINUTES AFTER TAKEOFF, THE RT ENGINE FIRE WARNING LIGHT CAME ON. THE RE WAS NO OTHER INDICATION OF FIRE AND THE ENGINE WAS SHUT DOWN. THE AIRCRAFT RETURNED TO L15 WITH NO PROBLEMS. THE LIGHTS WENT OUT AFTER AIRCRAFT WAS PARKED. INVESTIGATED RECORDS AND NOTICED THE AIRCRAFT WAS WASHED THE NIGHT BEFORE, DRIED AND SEALED LOWER DETECTOR. SYSTEM OPERATIONALLY CHECKED GOOD.									
3240 AKGR	400SH RK100	BEECH 400A				LAMP 400003	SHORTED BEACON		3/6/98 98ZZZX1098
CREW SAID BEACON LIGHT CIRCUIT BREAKER TRIPPED. FOUND FILAMENT OF BEACON LAMP BROKEN AND AT THE BOTTOM OF THE LAMP BASE. CREW REPORTED SOME INVERTER PROBLEMS. SUBMITTER STATED THE 3RD AIRCRAFT FOUND WITH THIS PROBLEM.									
5610 RF5R	205R RK30	BEECH 400A		PPG		WINDSHIELD 45AS3100113	DISBONDED LEFT COCKPIT	1355	2/9/98 98ZZZX967
DUE TO DISBONDING OF MAIN WINDSHIELD HEAT TERMINAL BLOCK, FOUND LEFT WINDSHIELD UNAIRWORTHY DURING C/W BEECH SAFETY COMMUNIQUE. THIS BLOCK IS LCOATED AT LOWER LEFT CORNER OF WINDSHIELD. PART TT: 1,355 HOURS, LANDINGS, 953.									
2120 CKSA	729CK 19482	BOEING 727223				AIR DISTR	ODOR COCKPIT		4/17/98 CKSA98264
PRIOR TO DESCENT, FUMES PRESENT ON FLT DECK. CAPT AND F/E EXPERIENCED IRRITATIONS. A/C HAD HAZMAT ABOARD NOT PREVIOUSLY IDENTIFIED BY SHIPPER. A/C WAS DOWN LOADED AND SECURED FOR SHUTDOWN. CHECKED AREA WITH GAS ANALYZER PROBE, NO SIGN OF CONTAMINATION. ALL CARGO THAT WAS ON BOARD WAS CHECKED BY BDL FIRE DEPARTMENT, NO CONTAMINATION. COULD NOT DUPLICATE. DEFERRED PER MEL 30-7 CAT D DMI NR 88110798. INSPECTED REPELLANT SYSTEM FOR LEAKAGE, NO LEAKS FOUND. PLACARDS INSTALLED, OPS CHECKED GOOD. THIS CLEARS DMI NR 88110798, PLACARDS REMOVED.									
2130 FX7A	266US 19985	BOEING 727251				PRESSURIZATION	MALFUNCTIONED CABIN		2/6/98 98ZZMZ296
FLT 758 - DURING CLIMB-OUT, LOST PRESSURIZATION, AFTER DUMPING FUEL RETURNED TO KMIA, LANDED WITHOUT INCIDENT. AIRCRAFT WAS INSPECTED FOR OPEN DOORS AND COMPARTMENTS, NONE FOUND, DOOR SEAL INSPECTED FOUND NORMAL. ACCOMPLISHED GROUND PRESSURIZATION CHECK, NORMAL, NO LEAKS FOUND. AIRCRAFT RETURNED TO SERVICE. (M)									
2131 UALA	7256U 21403	BOEING 727222	PWA JT8D15		HONEYWELL HG180Y742	CONTROLLER 7638101	FAILED COCKPIT		1/8/98 98UAL900013
CREW REPORTED, CABIN PRESSURE AT 9.2 DIFFERENTIAL AT FLT 330. SWITCHING TO AUTO AND STANDBY WOULD NOT LOWER CABIN PRESSURE DIFFERENTIAL. OUTFLOW VALVE WOULD NOT WORK IN MANUAL AC OR DC. HAD TO CHANGE ALTITUDE TO LOWER CABIN PRESSURE. REPLACED NR 1 AIR DATA COMPUTER AND THE AUTO PRESSURE CONTROLLER PANEL.									
2131 UALA	7275U 21422	BOEING 727222	PWA JT8D15		HAMILTON STA 7638101	CONTROLLER	FAILED CABIN		4/21/98 98UAL900153
UNABLE TO CONTROL CABIN PRESSURE AT 29,000 FEET IN AUTO, MANUAL OR STANDBY. ALTITUDE WARNING HORN SOUNDED. DESCENDED TO 25,000 FEET AND SYSTEM STARTED OPERATING OK. *S/D* REPLACED PRESSURE CONTROLLER.									
2131 DHLA	740DH 21930	BOEING 7272Q9				CONTROLLER 7110025	MALFUNCTIONED CABIN		3/18/98 DHL98740001
AIRCRAFT WOULD NOT PRESSURIZE IN ANY MODE. REMOVED AND REPLACED PRESSURE CONTROLLER, RAN AIRCRAFT, PRESSURIZED OK.									

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2133 GAIA	854AA 20995	BOEING 727223				OUTFLOW VALVE	DIRTY CABIN		2/20/98 GAIA9821
AFTER DEPARTING OKC, CREW REPORTED AIRCRAFT DEPRESSURIZATION AT FL 260. NO DOOR INDICATIONS. CREW WAS UNABLE TO CONTROL CABIN IN MANUAL OR AUTO. INSPECTED OUTFLOW VALVES. REMOVED DEBRIS. CLEANED OUTFLOW VALVES, REINSTALLED AND FUNCTIONALLY TESTED. PRESSURIZATION SYSTEMS LEAK AND FUNCTIONALLY TESTED GOOD. (M)									
2133 EISA	742RW 21952	BOEING 7272M7				OUTFLOW VALVE	DIRTY CABIN		5/16/97 EISA97098
AIRCRAFT WOULD NOT MAINTAIN PRESSURIZATION. CABIN CLIMBED AT 1500 FPM. CARGO HEAT OUTFLOW CLOSED, CABIN CLIMBED AT 500 FPM, AIR TURN BACK. ALL DOOR SEALS AND DUCTS CHECKED GOOD. NO LEAKS IN PRESSURIZATION CHECKS, CLEANED OUTFLOW VALVE AND FUNCTIONALLY CHECKED SYSTEM. SYSTEM OPS NORMAL PER MM 21-31-0. (M)									
2210 GAIA	855AA 20996	BOEING 727223				YAW DAMPER	MALFUNCTIONED AUTOPILOT		2/9/98 GAIA9818
***** EN ROUTE FROM MSP TO TOL, FLT CREW REPORTES AT FL 370 AIRCRAFT YAWED BACK AND FORTH. CONTINUED YAWING UNTIL DESCENT TO FL 210. NO WARNING LIGHTS ILLUMINATED. APPEARED TO BE YAW DAMPER PROBLEM. POSSIBLE LOOSE RUDDER LINKAGE DECLARED IFE. PERFORMED YAW DAMPER CHECK AND TEST. BOTH YAW DAMPER UNITS TEST NORMAL. CHECKED UPPER AND LOWER RUDDER FOR FAIR IN SLIP STREAM. CHECKED FOR LOOSE LINKAGE, WITH NO DEFECTS FOUND. RUDDER SYSTEM CHECKS NORMAL AND AIRCRAFT RETURNED TO SERVICE. (M)									
2421 AALA	721AA 20729	BOEING 727227			WESTINGHOUSE	GENERATOR 976J4981	DEFECTIVE NR 3 ENGINE		12/22/97 AALA972510
CCS - FLT 2143 - DURING CRUISE MIA/CCS, NR 3 GENERATOR BECAME INOPERATIVE IN-FLIGHT WITH NR 2 GENERATOR AND APU ALREADY PLACARDED AS INOPERATIVE. LANDED CCS WITHOUT INCIDENT. REPLACED NR 3 GENERATOR AND NR 2 GENERATOR VOLTAGE REGULATOR. SYSTEM GROUND CHECKED NORMAL. (X)									
2450 MZZA	75429 21427	BOEING 7272F9				SPLICE 52525	MISINSTALLED LT AIR COND BAY		12/22/97 MZZA98018
KUL - SIGN OF OVERHEAT ON APU FEEDER CABLE SPLICES (GENERATOR) LOCATED AT LEFT AIRCOND BAY. SPLICES CHANGED AS PER MM 24-00-09. FOUND SPLICES CRIMPED BY INCORRECT CRIMPING TOOL. (M)									
2560 DALA	478DA 20755	BOEING 727232				MEGAPHONE MV10	INOPERATIVE CABIN		2/8/98 DL72S980332
FOUNDED FWD MEGA PHONE INOP. REPLACED SAME, CKS OK.									
2612 RYNA	356QS 19258	BOEING 72721				FIRE WIRE W19807918	BROKEN NR 1 ENGINE		2/14/98 98ZZZM324
FLT 247 - SYR-DAY - HAD AN AIR TURNBACK TO SYR. ON CLIMB-OUT FROM SYR FIRE WARNING BELL SOUNDED WITH NO ASSOCIATED LIGHT. BELL WAS SILENCED BUT IMMEDIATELY WENT OF AGAIN. REPLACED WIRE HARNESS TO NR 1 ENGINE. (M)									
2612 RYNA	356QS 19258	BOEING 72721				FIRE DETECTOR 1011B	MALFUNCTIONED ENGINE		2/13/98 98ZZZM323
FLT 247 - SYR-DAY - HAD AN AIR TURNBACK TO SYR. FIRE WARNING WENT OFF DURING CLIMB, BELL BUT NO FIRE WARNING LIGHT. REMOVED AND REPLACED ALL THREE ENGINE FIRE DETECTOR'S. (M)									
2612 RYNA	7645U 20039	BOEING 727222				FIRE WARNING	ACTIVATED ENGINE		2/10/98 98ZZZM327
FLT 546 - DAY-ELP - HAD AN AIR RETURN TO DAY. DURING CLIMB FIRE WARNING BELL SOUNDED WITH NO OTHER INDICATIONS. PERFORMED ENGINE, WHEEL WELL, FIRE WALL FIRE TEST ALL NORMAL, RAN ENGINES AT 85 PERCENT N2. NO FIRE WARNING OR OTHER ABNORMALITIES NOTED.									

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2612 EISA	240NE 18906	BOEING 72731				FIRE MODULE 65249203	FAILED E/E COMPT		5/9/97 EISA97095
AT FLT LEVEL 39,000 AND CHOPPY/MODERATE TURBULENCE, FIRE BELL SOUNDED WITH NO ACCOMPANYING LIGHTS OR ABNORMAL INDICATIONS. IT OCCURRED APPROX 10 TIMES. WE SILENCED EACH TIME. DID NOT RECUR AFTER SMOOTHERD OUT. TEST OK ON PRE AND POST FLIGHT. REMOVED AND REPLACED FIRE OVERHEAT DETECTOR MODULE, OPS CHECK GOOD PER MM CHP 26. (M)									
2613 TWAA	54340 20845	BOEING 727231				OVERHEAT LOOP	OUT OF POSITION AFT BODY		4/3/98 TWAA9805101
STL - FLT 5039 - ON TAKEOFF, THE LOWER AFT BODY OVERHEAT LIGHT CAME ON. SWITCHED BLEED SOURCES BUT LIGHT INTERMITTENT. REPOSITIONED LOOP PER MM 26-1401 AND REPLACED LAMP ASY FOR AFT BODY OVERHEAT. OP 17 MAINTENANCE CHECK 9-15-97. (M)									
2720 UALA	7271U 21418	BOEING 727222	PWA JT8D15			SPRING 69253641	BROKEN RUDDER		9/29/97 97UAL900741
RUDDER PEDAL FORCE REQUIRED IS TOO LIGHT. FOUND RUDDER LEFT CENTERING SPRING BROKEN. REPLACED LEFT AND RIGHT RUDDER CENTERING SPRINGS.									
2750 MZZA	75429 21427	BOEING 7272F9				BUSHING NAS76A5014P	MISINSTALLED TE MIDFLAP		12/23/97 MZZA98020
KUL - LEFT INBOARD MIDFLAP. INBOARD AFT FLAP DRIVE SYSTEM DRIVE WHEEL HAS SERRATED RUB MARKS ON LOWER SURFACE INDICATING RUBBING ON STRUCTURE. DRIVEWHEEL REMOVED AND FOUND SHIM WASHER LOCATED BETWEEN BEARING AND HOSE MISSING. ALSO, FOUND FWD END OF AFT FLAP DRIVE PUSHROD INCORRECTLY INSTALLED WITH BUSH ON BOLT BELOW EYE END (NOT ABOVE IAW MM). THIS CAUSED INSUFFICIENT CLEARANCE BETWEEN PUSHROD SPRING AND WITH FLAPS UP THIS CAUSED SPRING TO RUB ON DRIVEWHEEL. SYSTEM REASSEMBLED AND RIGGED IAW OHM 57-52-01. (M)									
2751 FDEA	215FE 22936	BOEING 7272S2F				INDICATOR 18129952	INOPERATIVE TE FLAPS		2/3/98 98FDEA00081
INBOARD INDICATED ASYMMETRIC AT 1 DEGREE UPON RETRACT. REPLACED INBOARD FLAP POSITION INDICATOR. REMOVED AND CLEANED BYPASS VALVE CANNON PLUG THEN REINSTALLED. LUBED JACK SCREWS, VISUALLY CHECKED JACK SCREWS FLAP TRACKS AND ROLLERS OPERATED WITH HYDRAULICS SEVERAL TIMES THROUGH FULL TRAVEL FLAPS OPERATE NORMAL OK FOR FLIGHT.									
2760 MZZA	75429 21427	BOEING 7272F9				CONTROL ROD 69238962	CORRODED LT MLG WW		12/23/97 MZZA98019
KUL - LEFT WHEEL WELL AREA SPED BRAKE CONTROL VALVE ROD CONNECTING TO QUADRANT FOUND CORRODED. CORROSION BLENDED OUT IAW ECRA 2760-01157. PENETRANT INSPECT IAW OHM 20-20-02. ALODINE REWORKED AREA IAW OHM 20-43-03. PRIME WITH BMS 10-11 TYPE PRIMER, FINISH PER OHM AND DRAWING REQUIREMENT. REINSTALLED AND FUNCTIONED SATISFACTORY. (M)									
2910 TAOA	918TS 20445	BOEING 727225				FITTING	SHEARED LT MLG WW		10/22/97 TAOA109709
FLT 6080 - LGA-BOS - DURING CLIMB-OUT, AFTER FLAPS UP LOST 'A' HYDRAULIC QUANTITY TO .2 RESIDUAL. FOUND OUTBOARD FLOW LIMITER VALVE INLET REDUCER FITTING SHEARED OFF. REPLACED VALVE AND REDUCERS. OPERATIONAL CHECK NORMAL IAW MM CHAPTER 27-51-241. (M)									
2910 TWAA	54333 20460	BOEING 727231				O-RING	LEAKING 'A' HYD SYSTEM		5/8/97 TWAA9756002
JFK - FLT 304 - DURING CRUISE EXPERIENCED LOSS OF HYDRAULIC SYSTE 'A' FLUID. REMOVED AND REPLACED O-RING DUE TO HYDRAULIC PRESSURE MODULE O-RING LEAKING. OPS CHECK NORMAL. (M)									
2910 RYNA	413EX 19206	BOEING 72751C				SWIVEL 65179761	CRACKED HYD MANIFOLD		12/25/97 98ZZZM208
FLT 6102 - BFI-SEA - WHILE IN DESCENT AIRCRAFT LOST ALL 'A' SYSTEM HYDRAULICS, FLIGHT CREW HAD TO MANUALLY LOWER LANDING GEAR. REMOVED AND REPLACED NOSE LANDING GEAR SWIVEL MANIFOLD. (M)									

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3010 NWAA	293US 21504	BOEING 727251				DUCT	CRACKED ANTI-ICE SYST		12/25/97 9724432293
DURING CLIMB, COULD NOT HOLD CABIN PRESSURIZATION. AIRCRAFT RETURNED TO DTW AND LANDED WITHOUT INCIDENT. REPLACED CRACKED ANTI-ICE DUCT. PERFORMED PRESSURIZATION CHECK, OPERATIONAL CHECK OK.									
3020 FDEA	135FE 19853	BOEING 72725C	PWA JT8D7B			INLET DUCT	DAMAGED NR 2 ENGINE		4/20/98 98FDEA00278
NR 512 : NR 2 ENG L/INLET A/I DUCT DAMAGED, LOCATED JUST FWD OF THE A/I VALVE.									
3030 EISA	366PA 22538	BOEING 727221				CONNECTOR	BURNED PITOT TUBE		5/29/97 EISA97137
DURING ROUTINE C-CHECK, FOUND PITOT TUBE ON VERTICAL STABILIZER WITH BURNED ELECTRICAL CONNECTOR, INSIDE PANEL NR 9504. REMOVED AND REPLACED CONNECTOR PER STANDARD WIRING PRACTICES. (M)									
3040 DHLA	726DH 20409	BOEING 727228			512776	CONNECTOR 656021130	SHORTED WINDOW HEAT		4/21/98 DHL98726001
AURAL WARNING BOX ELECTRICAL SHORT, ALSO BOTH R-1 AND R-2 WINDOW HEAT CONTROLLERS ARE SHORTED OUT. REPLACED CANNON CONNECTOR 4774 AND AURAL WARNING BOX AND BOTH WINDOW HEAT CONTROLLERS.									
3211 IPXA	941UP 19196	BOEING 72722C				FITTING 651620610	CORRODED RT MLG		2/16/98 UPS98225768
INSPECTION TYPE-C, RIGHT HAND MLG FWD TRUNNION BEARING SUPPORT FITTING HAS CORROSION ON INNER AND OUTER LUGS THAT CONTACT REAR SPAR FITTING BEARING. SUPPORT FITTING REPLACED IAW MM 32-11-51.									
3211 IPXA	941UP 19196	BOEING 72722C				FITTING 69192962	CORRODED RT MLG		2/16/98 UPS98225772
INSPECTION TYPE-C, FITTING IN REAR SPAR OF RIGHT HAND WING FOR ATTACHING RT MLG FWD TRUNNION BEARING SUPPORT HAS EVIDENCE OF CORROSION. BEARING SUPPORT FITTING ATTACH FITTING REPLACED PER DRAWING 65-19297.									
3211 IPXA	941UP 19196	BOEING 72722C				FITTING 65192961	CORRODED LT MLG		2/16/98 UPS98225771
INSPECTION TYPE-C, CORROSION ON LEFT HAND FWD TRUNNION BEARING SUPPORT ATTACH FITTING ON REAR SPAR. BEARING SUPPORT FITTING REPLACED IAW DRAWING 65-19297.									
3221 IPXA	941UP 19196	BOEING 72722C				FITTING	CORRODED NLG		2/16/98 UPS98225775
INSPECTION TYPE-C, CORROSION ON LEFT HAND TRUNNION FITTING FOR NOSE LANDING GEAR. CORROSION REMOVED AND AREA REPROTECTED PER SRM 53-40-1 FIG 2.									
3221 IPXA	941UP 19196	BOEING 72722C				TRUNNION FITTING	CORRODED NLG		2/16/98 UPS98225773
INSPECTION TYPE-C, CORROSION ON TRUNNION FITTING ON RIGHT HAND SIDE FOR NOSE LANDING GEAR. CORROSION REMOVED AND AREA REPROTECTED PER SRM 53-40-1 FIG 2.									
3230 TWAA	54329 20307	BOEING 727231				SEQUENCE VALVE 1U10851	RUPTURED LT MLG		3/1/98 TWAA9802907
MCO - FLT 653 - AT GEAR RETRACTION THE 'A' HYD SYSTEM QTY AND PRESSURE DROPPED. BOTH ENGINE PUMPS WERE DEPRESSURIZED AND FLIGHT RETURNED TO MCO. REPLACED THE LEFT MAIN LANDING GEAR LOCK SEQUENCE VALVE. (M)									

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3230 DALA	508DA 21310	BOEING 727232			324704052	TORQUE TUBE	FAILED RT MLG		2/5/98 DL72L980321
UPON T/O, AFTER GEAR RETRACTION (DOORS LIGHT REMAINED ILLUMINATED AND RT GEAR DOOR LIGHT ON S/O PNL WAS ON. ADDITIONALLY RT GEAR AND GREEN GEAR LIGHTS REMAINED ILL.VISUAL INSP CONFIRMED RMLG WAS DWN. ACCOMPLISHED POM WITH GEAR HANDLE UP POS THE LIGHTS REMAINED THE SAME. REPLACED UP-LOCK TORQUE TUBE DUE SHEARED RIVITS. GEAR RETRACTION PER MM CK NML.									
3230 FDEA	114FE 19572	BOEING 72724C				RETRACT MECH	LACK OF LUBE NLG		7/22/97 97FDEA00463
NOSE GEAR DIDN'T COME DOWN UNTIL RECYCLED HANDLE. LUBRICATED NOSE LANDING GEAR DRAG BRACE KNUCKLE ASSEMBLY. ALSO, REPLACED AERODYNAMIC SEAL AT FORWARD EDGE OF NOSE LANDING GEAR DOORS ON ACCOUNT OF TORN AND BULGING SEGMENT OF SEAL INTERFERING WITH SMOOTH OPERATION OF RIGHT NOSE GEAR DOOR. CYCLED NOSE LANDING GEAR PER MAINTENANCE MANUAL 32-03 NUMEROUS TIMES, NO DEFECTS NOTED. KNUCKLE ASSEMBLY TOOK AN UNUSUALLY LARGE AMOUNT OF GREASE.									
3230 FDEA	245FE 22016	BOEING 727277				ACCESSORY UNIT 656021132	FAILED E/E COMPT		4/7/98 98FDEA00255
LANDING GEAR LEVER FAILED TO RELEASE AFTER TAKEOFF. AIRCRAFT STUCK IN GROUND FLIGHT MODE. REMOVED AND REPLACED R92. COOLING FAN WORKED BUT LEVER LATCH WOULD NOT PULL. REMOVED AND REPLACED LANDING GEAR ACCESSORY UNIT PER 32-09-122, OPERATIONAL CHECK NORMAL. LEVER LATCH PULLS FOR LANDING GEAR CONTROL.									
3231 MZZA	86425 21459	BOEING 727212				ROLLER BACB10B131	FROZEN LT/RT MLG DOOR		1/15/98 MZZA98066
TNN - DURING 'S' CHECK INSPECTION ON AIRCRAFT AT AIR ASIA, ROLLERS FROZEN WERE FOUND ON RT AND LEFT MLG DOOR EMERGENCY MANUAL RELEASE CRANK. THE DEFECTED ROLLERS WERE REMOVED AND REPLACED NEW ROLLERS PER BOEING SRM 20-50-03. (M)									
3234 EISA	240NE 18906	BOEING 72731				SPLICE	FAILED LEVER SOLENOID		3/20/98 EISA98057
ON TAKEOFF OUT OF CLEVELAND UNABLE TO RETRACT LANDING GEAR. TRIED CYCLING HANDLE SEVERAL TIMES. WOULD GO TO OFF POSITION ONLY. WHEN POSITION BACK DOWN HAD BOTH ANTI-SKID RELEASE LIGHTS ILLUMINATED. REPAIRED FAULTY SPLICES TO LANDING GEAR LEVER SAFETY SOLENOID. GEAR HANDLE OPS NORMAL. (M)									
3260 DHLA	705DH 19191	BOEING 72722C				INDICATION	MALFUNCTIONED LT MLG		11/5/97 DHL97705004
ON APPROACH TO ORD, LEFT MAIN GEAR INDICATED UNSAFE. ALT PROCEDURE APPLIED SAFE GEAR INDICATION OBTAINED, LANDED WITHOUT INCIDENT. PERFORMED LANDING GEAR POSITION SWITCHES TEST PER 32-61-21. ALL LIGHTS AND SWITCHES TEST OK.									
3260 TWAA	54334 20461	BOEING 727231				LIGHT SOCKET 3041321035	FAILED RT MLG		7/5/97 TWAA9775003
PHX - FLT 179 - DURING APPROACH UPON GEAR EXTENSION, RIGHT GEAR DOWN AND LOCK LIGHT FAILED TO ILLUMINATE. REMOVED AND REPLACED RIGHT GEAR LIGHT SOCKET, MFG PN 30413-21-035, MANUFACTURED BY JAY EL PRODUCTS, INC. OPS CHECK NORMAL. CHECK C - 8-23-96 - MCI. (X)									
3260 CALA	27783 20638	BOEING 727232				ACCESSORY UNIT 656021132	INOPERATIVE E/E COMPT	14715	12/30/97 CALA9701801
THE LANDING GEAR FAILED TO RETRACT AFTER TAKEOFF. THE AIRCRAFT WAS RETURNED TO EWR WHERE IT LANDED WITHOUT INCIDENT. MAINTENANCE REMOVED AND REPLACED THE LANDING GEAR ACCESSORY UNIT IAW MM 32-09-121. OPERATION OF THE GEAR CHECKED GOOD.									
3260 NWAA	293US 21504	BOEING 727251				SWITCH	FAILED NLG		3/21/98 9805342293
ON LANDING GEAR EXTENSION, RECEIVED NO INDICATION FOR NOSE GEAR DOWN AND LOCKED. RECYCLED GEAR AFTER THREE TO FOUR MINUTES. RECEIVED NOSE GEAR INDICATION AND LANDED WITHOUT INCIDENT. REPLACED NOSE GEAR LOCK SWTICH S96, OPERATIONAL CHECK OK.									

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3260 NWAA	293US 21504	BOEING 727251				SWITCH	FAILED NLG		3/21/98 9805352293
DURING GEAR EXTENSION, RECEIVED NO NOSE GEAR INDICATION DOWN AND LOCKED. CYCLED GEAR WITH NO INDICATION. AFTER TWO MINUTES, GREEN DOWN AND LOCKED INDICATION LIGHT ILLUMINATED. AIRCRAFT LANDED WITHOUT INCIDENT. REPLACED POSITION SWITCH S93, OPERATIONAL CHECK OK.									
3310 RYNA	436EX 19289	BOEING 72751C				LIGHT SOCKET 1041021	BURNED COCKPIT		1/18/98 98ZZM209
FLT 6704 - IND-SEA - AIR RETURN TO IND, CLIMBING OUT OF IND CREW EXPERIENCED A STRONG ELECTRICAL ODOR AND SMOKE WAS CLEARLY VISIBLE UNDER CAPTAINS GLARESHIELD. REMOVED AND REPLACED BOTH INBOARD FLOURESCENT LIGHT SOCKETS. (M)									
3350 RYNA	7635U 19908	BOEING 727222				LIGHT	INOPERATIVE CABIN		2/20/98 98ZZM325
DURING PREFLIGHT IN DAY, EMERGENCY EXIT LIGHT OVER FORWARD ENTRY INOPERATIVE. RESET EMERGENCY EXIT LIGHT ASSEMBLY. (M)									
3350 RYNA	7640U 19913	BOEING 727222				LIGHT 1000679	FAILED CABIN		1/21/98 98ZZX778
DURING PRE-FLIGHT IN DAY, DISCOVERED EMERGENCY EXIT LIGHT ABOVE L-1 DOOR INOPERATIVE. REMOVED AND REPLACED EMERGENCY EXIT LIGHT (L-1 DOOR).									
3350 RYNA	7643U 20037	BOEING 727222				LIGHT 1000679	FAILED CABIN		11/19/97 98ZZM210
DURING PREFLIGHT EMERGENCY EXIT LIGHT OVER COCKPIT DOOR DOES NOT ILLUMINATE WITH SWITCH IN 'ON' POSITION. REMOVED AND REPLACED COCKPIT EMERGENCY EXIT LIGHT. (M)									
3350 UALA	7251U 21398	BOEING 727222	PWA JT8D15			BATTERIES	DISCHARGED CABIN		9/30/97 97UAL900743
RIGHT FORWARD OVERWING EMERGENCY EXIT LIGHT IS INOPERATIVE. REPLACED BATTERIES AND THE SYSTEM CHECKS OK.									
3350 UALA	7252U 21399	BOEING 727222	PWA JT8D15			CIRCUIT BREAKER	TRIPPED CABIN		3/10/98 98UAL900111
RIGHT HAND EMERGENCY LIGHT CONTROL CIRCUIT BREAKER POPPED AND WOULD NOT RESET.									
3350 UALA	7273U 21420	BOEING 727222	PWA JT8D15			BATTERY	DISCHARGED CABIN		10/20/97 97UAL900782
LEFT-HAND FORWARD OVERWING EMERGENCY EXIT SIGN COMES ON INTERMITTENTLY WHILE TAXIING. REPLACED EMERGENCY EXIT BATTERY, OP CHECK OK.									
3350 UALA	7441U 21895	BOEING 727222	PWA JT8D15			LIGHT	INOPERATIVE CABIN		3/9/98 98UAL900109
AFT ENTRY DOOR OVERHEAD EMERGENCY EXIT LIGHT INOPERATIVE.									
3350 UALA	7465U 21919	BOEING 727222	PWA JT8D15			BATTERY	CORRODED CABIN		10/16/97 97UAL900777
CENTER CABIN CEILING EMERGENCY LIGHT INOPERABLE. CLEANED BATTERY CONTACTS AND REPLACED MISSING HARDWARE ON CEILING EMERGENCY LIGHT AT ROW 10, CHECKS OK.									
3350 AALA	6813 19488	BOEING 727223				LIGHT 1001141	DEFECTIVE CABIN		5/28/97 AALA970989
DFW - DURING OVERNIGHT CHECK, AFT VENTRAL STAIRWAY EMERGENCY EXIT LIGHT INOPERATIVE. REPLACED AFT VENTRAL STAIRWAY EMERGENCY EXIT LIGHT. SYSTEM GROUND CHECK NORMAL OPERATION. (M)									

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3350 AALA	6823 19701	BOEING 727223				LIGHT	INOPERATIVE CABIN		2/15/98 AALA980318
ORD - DURING OVERNIGHT MAINTENANCE, RIGHT AFT CARGO DOOR EMERGENCY LIGHTS ILLUMINATED WHEN ALL POWER WAS REMOVED FROM THE AIRCRAFT. LIGHTS WENT OUT WHEN POWER WAS APPLIED. DURING TROUBLESHOOTING, COULD NOT DUPLICATE PROBLEM. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	713AA 22469	BOEING 727223				LIGHT 1001141	DEFECTIVE CABIN		5/23/97 AALA970967
DFW - DURING OVERNIGHT CHECK, AFT VENTRAL STAIRWAY EMERGENCY EXIT LIGHT INOPERATIVE. REPLACED AFT VENTRAL STAIRWAY EMERGENCY EXIT LIGHT. SYSTEM GROUND CHECK NORMAL OPERATION. (M)									
3350 K3HA	354PA 20624	BOEING 727225				COVER 07912	MISSING CABIN		1/31/98 K3HA980010
EMERGENCY PATH LIGHTING SEAT ROW 5 LIGHT COVER IS MISSING. REINSTALLED SEAT COVER AT ROW 5.									
3350 K3HA	361KP 20627	BOEING 727225				BATTERY PACK 900835A	DISCHARGED CABIN		4/20/98 K3HA980058
RIGHT AFT OVER WING EMERGENCY EXIT LIGHT OUT. REMOVED AND REPLACED BATTERY PACK PER MM 33-50-0. NO HELP, FOUND LOOSE PIN ON PLUG D2098 PER WD 33-51-02 (PIN NR 5) RESECURED, OPS CHECK OK PER MM 33-50-0.									
3350 K3HA	8883Z 21580	BOEING 727225				BATTERY PACK 900835A	DISCHARGED CABIN		4/23/98 K3HA980061
AFT OUTSIDE EMERGENCY LIGHT INOP ON LEFT SIDE. REMOVED AND REPLACED BATTERY PACK IAW 33-50-22, OPS CHECK OK.									
3350 K3HA	8883Z 21580	BOEING 727225				LIGHT	INOPERATIVE CABIN		4/22/98 K3HA980059
R-1 DOOR EMERGENCY EXIT LIGHT INOP. REMOVED AND REPLACED EMERGENCY EXIT LIGHT, OPS CHECK GOOD REF MM 33-50-71.									
3350 K3HA	8883Z 21580	BOEING 727225				LIGHT 07912	INOPERATIVE CABIN		4/23/98 K3HA980060
EMERGENCY PATH LIGHT, LIGHT MODULE COMING OUT THE TRACK COVER BETWEEN ROW SEAT 20ABCDEF. REPLACED TRACK (P/N 08163-0001-08) AND LIGHT MANUAL IN ROW SEAT 20 ABCDEF.									
3350 NWAA	802EA 22433	BOEING 727225				BATTERIES	DISCHARGED CABIN		12/27/97 9724422705
DURING PREFLIGHT, FOUND EMERGENCY LIGHT ABOVE REAR EXIT INOPERATIVE. REPLACED BATTERIES AND CLEANED CONTACTS, OPERATIONAL CHECK OK.									
3350 AALA	718AA 20611	BOEING 727227				LIGHT	INOPERATIVE CABIN		1/30/98 AALA980241
TUL - FLOOR TRACK LIGHTING INOPERABLE. INSTALLED NEW EMERGENCY FLOOR TRACK LIGHTING BETWEEN ROW 5 AND ROW 6. INSTALLED NEW CONNECTOR ON EMERGENCY FLOOR TRACK POWER WIRES AT ROW 30. OPS CHECKED OK. TST: 70,613 HOURS. CYCLES: 47,995. (X)									
3350 AALA	725AA 20732	BOEING 727227				LIGHT	LOOSE CABIN		2/18/98 AALA980364
DFW - DURING OVERNIGHT MAINTENANCE, EMERGENCY LIGHTS OVER FORWARD GALLEY DOOR INOPERATIVE. RESEATED LIGHT ASSEMBLY FOR EMERGENCY LIGHTS OVER FORWARD GALLEY DOOR. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	725AA 20732	BOEING 727227				LIGHT	LOOSE CABIN		2/18/98 AALA980365
DFW - DURING OVERNIGHT MAINTENANCE, EMERGENCY LIGHTS OVER AFT SERVICE DOOR INOPERATIVE. RESECURED LIGHT ASSEMBLY FOR EMERGENCY LIGHTS OVER AFT SERVICE DOOR. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									

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3350 IPXA	929UP 19092	BOEING 72722C				BATTERY	DISCHARGED CABIN		4/23/98 UPS98226478
INSPECTION TYPE-N/A, EMERGENCY EXIT LIGHTS LIGHTS, COCKPIT FWD ENTRY DOOR INOP. REMOVED AND REPLACED BOTH SETS OF BATTERIES OUT OF THE EMERGENCY EXIT LIGHT UNITS PER MM 25-60-00, OPS CHECK NORMAL AT THIS TIME.									
3350 IPXA	929UP 19092	BOEING 72722C				LIGHT 51356B37	INOPERATIVE COCKPIT		4/23/98 UPS98226476
INSPECTION TYPE-N/A, EMERGENCY EXIT LIGHT ABOVE STAIR TO COCKPIT INOP (UPPER DECK). REMOVED AND REPLACED COCKPIT STAIR EMERGENCY LIGHT, OPS CHECK GOOD (P/N 51356B37) ON, (S/N 18149) ON, (S/N 33648) OFF.									
3350 RAAA	832RV 19098	BOEING 72722C			INTVLV 873100212	BATTERY PACK 8621014	DISCHARGED CABIN		4/22/98 RAAA98B2022
MID CABIN DOOR EMERGENCY EXIT EGRESS IDENTIFIER LIGHT FAILED SERVICE CHECK. CHANGED BATTERY PACK DUE DISCHARGED.									
3350 IPXA	942UP 19101	BOEING 72722C				BATTERIES	DISCHARGED CABIN		12/1/97 UPS97225326
INSPECTION TYPE-N/A, EMERGENCY EXIT LIGHT INOP. INSTALLED NEW BATTERIES IN EMERGENCY EXIT LIGHT, CK OK.									
3350 CALA	511PE 20634	BOEING 727232			MARATHON	BATTERIES 38931002	DISCHARGED AFT AIRSTAIR		1/18/98 CALA9800087
INSPECTION FOUND AFT AIRSTAIR OVERHEAD EMERGENCY LIGHTS INOPERATIVE. THE BATTERIES WERE REPLACED AND OPERATION CHECKED GOOD.									
3350 DALA	472DA 20749	BOEING 727232			900835A	BATTERY PACK	DISCHARGED CABIN		4/25/98 DL72K980887
FWD OVERWING EXTERNAL EMERG LIGHT INOP LT SIDE. REPLACED BATT PACK M654, OPS CHKS GOOD.									
3350 DALA	494DA 21074	BOEING 727232				LIGHT	INOPERATIVE CABIN		3/12/98 DL72S980564
EMERGENCY TRACK LIGHTING INOP IN AFT SECTION OF CABIN.									
3350 DALA	416DA 21258	BOEING 727232				BATTERY 20131A	DISCHARGED CABIN		2/10/98 DL72S980382
ON S/C, FOUND AFT SECTION OF EMERGENCY ESCAPE LIGHTS INOP. REPLACED BATTER, OPS NORMAL.									
3350 DALA	507DA 21309	BOEING 727232				RELAY 10604503	FAILED CABIN		8/15/97 DL72L971615
EMERGENCY EXIT LIGHTS ILLUM DURING CRUISE WITH SW IN ARMED POSITION. REPLACED CHARGER CONTROL RELAY R70.									
3350 DALA	507DA 21309	BOEING 727232				LENS	MISSING CABIN		8/17/97 DL72L971611
EMERGENCY TRACK LIGHTS 2 BULBS INOP AND LENSES MISSING AT ROW 36. REPLACED LIGHT SOCKETS AND LENSES.									
3350 DALA	509DA 21311	BOEING 727232				BATTERY	DISCHARGED CABIN		8/15/97 DL72L971614
EMERGENCY EXIT LIGHTS INOP. CHARGED BATTERY PACKS, TESTS OK.									
3350 DALA	523DA 21583	BOEING 727232				BATTERY PACK 900835A	DISCHARGED CABIN		3/9/98 DL72S980546
ON L/O, FOUND LEFT FWD OVERWING EMERGENCY LIGHT INOP. REPLACED BATT PACK, OPS CK NML.									

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3350 DALA	2820W 21058	BOEING 727247			900835A	BATTERY PACK	DISCHARGED CABIN		2/14/98 DL72W980387
ON L/O, CHECK FOUND LT FIXED OVERWING EMERGENCY LIGHT INOP. REPLACED BATTERY PACK OF LT FIXED OVERWING EMERGENCY.									
3350 DALA	2821W 21059	BOEING 727247				BATTERY PACK 900835A	DISCHARGED CABIN		1/19/98 DL72W980162
AFT OVERHEAD LIGHTED SIGN EMERG LIGHT INOP. REPLACED RACK AND BATT PACK, OPN CK GOOD.									
3350 DALA	2821W 21059	BOEING 727247				BATTERY PACK 900542	DISCHARGED CABIN		1/19/98 DL72W980163
AFT AISLE OVERHEAD LIGHTED SIGN EMERG LIGHT INOP. REPLACED RACK AND BATT PACK, OPN CK GOOD.									
3350 DALA	2829W 21481	BOEING 727247			900542	CONNECTOR	LOOSE CABIN		3/13/98 DL72E980570
ON LAYOVER CK, FOUND 2 AFT LEFT OVERWING EMERG EXIT LIGHTS INOP. FOUND CONNECTOR PLUG OFF OF BATTERY PACK FOR AFT O/W BATTERY PACK. REINSTALLED CONNECTOR CHECKS GOOD. REPLACED BATTERY FOR MIDDLE O/W EXIT LIGHT, NO HELP. REPLACED BATTERY PACK, OPS CKS GOOD.									
3350 DALA	291WA 22109	BOEING 727247			1001141	LIGHT	INOPERATIVE AFT STAIRWAY		2/15/98 DL72W980390
AFT STAIRWAY EMER EXIT LIGHT INOP. REPLACED LIGHT ASSY, OPS NML.									
3350 DALA	295WA 22532	BOEING 727247			1000677	LIGHT	INOPERATIVE CABIN		2/5/98 DL72W980318
DURING L/O, FOUND EMER EXIT LIGHT ASSY AT THE AFT OVERHEAD LIGHT ASSY INOP. REPLACED LIGHT ASSY.									
3350 EISA	721RW 21200	BOEING 7272M7				COVER	LOOSE CABIN		3/25/98 EISA98060
FOUND R2 EMERGENCY LIGHT COVER IS LOOSE DURING CREW MEMBER WALKAROUND (PILOT REPORT P-49). RESECURED R2 EMERGENCY LIGHT COVER AS REQUIRED. (M)									
3350 EISA	721RW 21200	BOEING 7272M7				BULB	FAILED CABIN		3/11/98 EISA98068
LIGHT BULB INOPERATIVE IN EXIT SIGN ROW 20. GENERATED FROM PILOT REPORT. REMOVED AND REPLACED LIGHT BULBS ON OVERWING EXIT SIGN. (M)									
3350 EISA	721RW 21200	BOEING 7272M7				LIGHTS	LOOSE CABIN		3/22/98 EISA98061
FOUND FLOOR LIGHTING ON ROW 32D LOOSE DURING CREW MEMBER WALKAROUND (PILOT REPORT P-25). RESECURED AS REQUIRED. OK FOR SERVICE. (M)									
3350 IPXA	903UP 18945	BOEING 72751C				BATTERY PACK	LOOSE COCKPIT		1/31/98 UPS98225706
INSPECTION TYPE-N/A, EMERGENCY EXIT LIGHTS FLICKERED ON TWICE DURING FLIGHT. SWITCH IN ARMED POSITION. RESEATED AND SECURED COCKPIT EMERGENCY EXIT LIGHT BATTERY PACK. EMERGENCY LIGHTS OPS CKD NORMAL PER MM33-50-01.									
3350 RYNA	511DB 19139	BOEING 72789				WIRING	FAILED CABIN		2/4/98 98ZZM326
DURING SCHEDULED MAINTENANCE IN TUS, RIGHT AFT EMERGENCY EXIT LIGHT STAYS ON WITH POWER ON. REPAIRED WIRING TO TERMINAL LUG CONNECTION. (M)									

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3411 IPXA	909UP 19115	BOEING 72727C				PITOT 503FAD11	CONTAMINATED LT FUSELAGE		4/24/98 UPS98226495
LOST CAPTAINS AIRSPEED INDICATOR ON TAKEOFF ROLL CONTINUED TAKEOFF NOTICED STBY AIRSPEED INDICATOR INOP AT 10,000 FT. WINDSHEAR/GRD PRX CAME ON THROUGH 500 FT. AFTER TAKEOFF LOST EPR 3, 2, 1 ABOUT 10 SECONDS APART THROUGH 12,000. FOUND NUMEROUS WORMS AND WATER IN CAPT'S PITOT SYS, FLUSHED SYS WITH NITROGEN, ALL DEBRIS REMOVED. PERFORMED PITOT/STATIC TEST PER MM 34-12 -06 . SYS OPS CHK OK. REMOVED AND REPLACED NR 1 ADC PRECAUTIONARY DUE TO WATER IN PITOT LINE P/N ON AND OFF 503FAD1-1, S/N ON 1881 OFF 1702.									
3425 EISA	308AS 22002	BOEING 727227				COMPASS RACK 2589201902	INOP COMPT		4/5/98 EISA98069
DEPARTING BRUSSELS CAPTAINS HSI HAS COMPASS FLAG IN VIEW AND CO-PILOT RMI OFF FLAG IN VIEW. AIR TURNBACK TO BRUSSELS. GENERATED FROM PILOT REPORT. REMOVED AND REPLACED NR 1 COMPASS RACK IAW MM 34-00. OPS CHECK NORMAL. (M)									
3442 DHLA	741DH 21931	BOEING 7272Q9				ANTENNA MI585164	FAILED FWD FUSELAGE		3/31/98 DHL98741002
WEATHER RADAR WILL NOT PAINT GROUND RETURN BETWEEN 30 DEGREES LEFT AND 30 DEGREES RIGHT OF NOSE UNLESS TILT ADJUSTED 7 DEGREES NOSE DOWN. SOLID GROUND RETURN OUTSIDE OF 30 DEGREES LEFT AND RIGHT. FOUND ANTENNA SUPPORT SPRINGS SHEARED AND JAMMED IN MECHANISM. ALSO, FOUND PITCH STAB INOP. REMOVED AND REPLACED ANTENNA. REPAIRED BROKEN WIRE AT D4375. STAB CHECKS OK PER MM 34-17.									
3454 EISA	367PA 22539	BOEING 727221				RECEIVER 5224280108	INOP NR 1 VHF		5/20/97 EISA97099
ON DEPART NR 1 VHF NAV INOP, RETURNED TO DFW. REPLACED NR 1 NAV RECEIVER. (M)									
3520 IPXA	946UP 19721	BOEING 72725C				OXY MASK	DEPLOYED CABIN		3/17/98 UPS98226119
INSPECTION TYPE-N/A, ROW 19 O2 MASK DEPLOYED. REPLACED O2 MASK AS REQUIRED PER B727 PAX SUP 35-20-00.									
3610 EISA	366PA 22538	BOEING 727221				DUCT	CRACKED NR 1 ENGINE		5/15/97 EISA97125
DURING ROUTINE C-CHECK, FOUND NR 1 ENGINE 8TH STAGE BLEED DUCT CRACKED. REMOVED DUCT AND REPLACED SERVICEABLE UNIT. (M)									
3610 FDEA	490FE 21493	BOEING 727227				CLAMP	LOOSE NR 1 ENGINE		12/30/97 97FDEA00904
NR 1 ENGINE STRUT OVERHEAT LIGHT ILLUMINATED ON CLIMBOUT. POWER ON NR 1 ENGINE WAS REDUCED AND LIGHT WENT OUT AT APPROXIMATELY 80 PERCENT AND REMAINED OUT. REPEAT WRITE-UP. REMOVED STUB WING PANELS AND INSPECTED PLUMBING. FOUND ONE CLAMP SLIGHTLY LOOSE. RETORQUED CLAMP AND REINSTALLED PANELS.									
3610 RYNA	429EX 19100	BOEING 72722C				DUCT 652673820	BLOWN NR 2 ENGINE		11/26/97 98ZZM211
IN FLIGHT NR 2 ENGINE FIRE WARNING LIGHT ILLUMINATED AND BELL SOUNDS AT APPROXIMATELY 400 AGL. ACCOMPLISHED APPROPRIATE CHECKLISTS, RETURNED TO PIT. INSPECTED, FOUND BLOWN AI DUCT. REMOVED AND REPLACED DUCT, OPERATIONAL CHECK OK. RAN NR 2 ENGINE AT TAKEOFF POWER FOR 2 MINUTES, OPERATIONAL CHECK OK. (M)									
3610 DALA	468DA 20745	BOEING 727232	PWA JT8D15A			CLAMP 04301512150	BROKEN NR 1 ENGINE	66166	2/6/98 DL72S980323
AT CRUISE, GOT NR 1 ENG FIRE WARNING. SHUTDOWN ENGINE. REPLACED CLAMP ON 13TH STG DUCT AND REPAIRED BURNED WIRES.									
5210 UALA	7251U 21398	BOEING 727222	PWA JT8D15			MECHANISM 69169542	OUT OF ADJUST 1L DOOR		9/25/97 97UAL900735
AFTER LANDING AND DURING TAXI, DOOR 1L OPEN LIGHT ON FLIGHT ENGINEER'S PANEL CAME ON. FLIGHT ATTENDANT HAD TO FORCE DOOR HANDLE CLOSED. DOOR HANDLE TAKES EXCESSIVE FORCE TO CLOSE. *S/D* PRESSURIZATION DOOR STOPS FOUND OUT OF RIG. ADJUSTED PER MAINTENANCE MANUAL PROCEDURES.									

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5210 IPXA	949UP 19717	BOEING 72725C				FRAME 507945 U77	CRACKED PAX DOOR		8/13/97 UPS97224153
INSPECTION TYPE-C, FORWARD SIDE FRAME CRACKED AT LOWER HINGE CUTOUT ON FORWARD ENTRY DOOR. REMOVED DAMAGED FRAME, INSTALLED NEW FRAME PER SRM 51-10-01, 51-10-02, 51-30-2.									
5210 RYNA	416EX 19287	BOEING 72751C				BOLT NAS11044	LOOSE L1 DOOR		12/3/97 98ZZM212
IN FLIGHT AIRCRAFT COULD NOT PRESSURIZE IN AUTO OR MANUAL AFTER TAKEOFF. ALL DOOR LIGHTS WERE OUT, PACKS OPERATING NORMALLY, CARGO HEAT OUTFLOW VALVE HAD LITTLE EFFECT. FOUND L-1 DOOR BOTTOM HINGE BOLTS LOOSE, TOP GUST LOCK 'C' CLIP OFF. TIGHTENED BOLTS, RE-INSTALLED 'C' CLIP. (M)									
5220 IPXA	935UP 20143	BOEING 7271A7C				FRAME 5079784	CORRODED EMER EXIT DOOR		4/22/98 UPS98226492
INSPECTION TYPE:C CORROSION LT AFT OVERWING EXIT BOTTOM OF DOOR UNDER PRESSURE SEAL ON FRAME REMOVED AND REPLACED LOWER FORWARD FRAME SECTION IAW SRM 51-30-02, 51-10-1, 53-10-1.									
5220 MZZA	75429 21427	BOEING 7272F9				FRAME 507978113	CORRODED EMER EXIT DOOR		12/17/97 MZZA98012
KUL - SURFACE AND EXFOLIATION CORROSION ON SEAL RETAINER AND SKIN BELOW SEAL ON RT FORWARD EMERGENCY DOOR. ITEM REPLACED IAW DRAWING NR 50-7978-113. SECURED IAW SRM 51-30-2. (M)									
5230 EISA	366PA 22538	BOEING 727221				BRACKET	CRACKED CARGO DOOR		5/20/97 EISA97127
DURING ROUTINE C-CHECK INSPECTION, FOUND FORWARD CARGO COMPARTMENT DOOR BRACKET CRACKED AT TOP AFT DOOR STRUCTURE. FABRICATED AND INSTALLED NEW BRACKET IAW SRM 52-00-01. (M)									
5230 EISA	6819 19494	BOEING 727223				WEB	CRACKED CARGO DOOR		2/18/98 EISA98043
DURING D-CHECK INSPECTION, FOUND 2.5 INCH CRACK IN FORWARD CARGO DOOR WEB AT FS 575, BOTTOM AFT, LOWER SIDE OF DOOR. STOPPED DRILLED CRACK, FABRICATED AND INSTALLED DOUBLER PER SRM 51-40-02. (M)									
5230 AALA	721AA 20729	BOEING 727227				WEB	CRACKED BS 560		3/26/98 AALA980620
TUL - FORWARD CARGO DOOR WEB CRACKED 4 PLACED UNDER THE SEAL RETAINER. CUT OUT DAMAGED SECTION OF WEB AND REPAIRED PER SRM 51-40-2 FIG 1. (M)									
5230 B4MR	521DB 21266	BOEING 727243				FRAME	CORRODED CARGO DOOR		2/1/98 B4MR98001
DURING ACCOMPLISHMENT OF RYAN EO RN 727-53-28, FOUND NR 2 CARGO DOOR FRAME AFT EDGE LOWER CORNER CORRODED. REMOVED CORROSION IAW B727 SRM 51-10-6. ULTRASONIC THICKNESS CHECK - INITIAL THICKNESS READINGS FRAME FLANGE AREA .044 TO .121, HAS NOMINAL THICKNESS .145, FRAME WEB THICKNESS .066 TO .070. INSTALLED REPAIR IAW AIA/E/2729. NON-ROUTINE TASK CARD NUMBER 14983.									
5230 B4MR	521DB 21266	BOEING 727243				FRAME	CORRODED BS 950		2/1/98 B4MR98008
DURING ACCOMPLISHMENT OF RYAN EO RN 727-53-28, FOUND FS 950E NR 2 LWR CARGO FWD FRAME LWR CORNER HAS CORROSION UNDER LWR DOOR STOP. CORROSION REMOVED IAW B727 SRM 51-10-6. ULTRASONIC THICKNESS CHECK - INITIAL THICKNESS READINGS MINIMUM NOMINAL THICKNESS .028 TO .056 MAX NOMINAL THICKNESS .074 FRAME WEB AREA. CORROSION FOUND TO BE OUT OF LIMITS IAW B727 SRM 53-10-1 MADE REPAIR DOUBLER IAW SB 727-53A0199 AND AIA EOR B2-05613. INSTALLED REPAIR IAW SB 727-53A0199. NON-ROUTINE TASK CARD NUMBER 14963.									
5230 DHLA	712DH 19401	BOEING 72729				LINE	LOOSE CARGO DOOR		3/17/98 DHL98712001
MAIN CARGO DOOR LIGHT CAME ON AT FL 310. PERFORMED EMERGENCY CHECK LIST AND LANDED AT TYS. ALSO, DOOR UNSAFE RED AND LATCH UNLOCK AMBER LIGHTS ILLUMINATED. FOUND SMALL HYDRAULIC LEAK ON SLIDING LOCK BAR ACTUATOR LINE. TIGHTENED, OPS CHECK GOOD.									

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5230 DHLA	712DH 19401	BOEING 72729				STRIKER PLATE	SLIPPED CARGO DOOR		3/17/98 DHL98712002
MAIN CARGO DOOR LIGHT CAME ON AT FL 230. DOOR UNSAFE LIGHT AND LATCH UNLOCK LIGHTS CAME ON. FOUND STRIKER PLATE SLIPPING OFF TORQUE TUBE LOCK SWITCH PLUNGER. RESHIMMED, SWITCH OPS CHECKED OK. PRESSURIZED AND UNPRESSURIZED PER MM 52-34-01.									
5240 IPXA	935UP 20143	BOEING 7271A7C				DOOR SEAL 651844265	CORRODED GALLEY DOOR		4/22/98 UPS98226493
INSPECTION TYPE:C CORROSION ON MID GALLEY DOOR SEAL DEPRESSOR, UPPER FWD AND AFT, VERTICAL SIDE UPPER AND LOWER. REMOVED AND REPLACED 4 (EA) SEAL DEPRESSORS AT MID GALLEY DOOR CUTOUT STRUCTURE.									
5240 MZZA	86425 21459	BOEING 727212				LATCH ASSY 65C199014	BROKEN R2 SERVICE DOOR		1/15/98 MZZA9867
TNN - DURING 'S' CHECK INSPECTION ON AIRCRAFT AT AIR ASIA, EXCESSIVE BROKEN WIRES WERE FOUND ON R2 SERVICE DOOR ESCAPE SLIDE LATCH CABLE. THE DAMAGED ESCAPE SLIDE LATCH ASSEMBLY WAS REMOVED AND REPLACED PER B727 MM 25-60-16. (M)									
5240 AALA	878AA 21390	BOEING 727223				SKIN	MISREPAIRED BS 380		4/1/98 AALA980661
TUL - LARGE ROUT OUT AREA OF FWD GALLEY DOOR EXIT SKIN AT UPPER HINGE ARM CUTOUT AT UPPER AFT CORNER. REPAIRED AREA WITH DOUBLER PER SRM 52-00-3. (M)									
5243 FDEA	133FE 19851	BOEING 72725C				DOOR	BLOWN OFF HYD SERVICE		2/18/98 98FDEA00115
AIRCRAFT HYDRAULIC SERVICE ACCESS DOOR BLOWN OFF IN FLIGHT. CANNIBALIZED DOOR FROM AIRCRAFT 146 AND INSTALLED ON AIRCRAFT 133, OPS CHECK GOOD.									
5270 FDEA	190FE 19083	BOEING 72722				SWITCH	FAILED CARGO DOOR		4/1/98 98FDEA00226
MAIN CARGO DOOR LIGHT CAME ON SHORTLY AFTER TAKEOFF. REPLACED LOCK ROD SWITCH AND ADJUSTED PER MAINTENANCE MANUAL 52-70-09, OPERATIONAL CHECKS GOOD.									
5280 IPXA	943UP 19102	BOEING 72722C				FRAME	CORRODED NLG DOOR		1/26/98 UPS98225703
INSPECTION TYPE-D, CORROSION FOUND ON INBOARD SKIN FRAME LT DOOR OF NOSE WHEEL WELL. LT NLG FWD WHEEL DOOR I/B FRAME REPLACED PER SRM 52-80-1 FIG 1 SRM 51-10-1 AND DRAWING 65-17563.									
5310 UALA	7293U 21571	BOEING 727222	PWA JT8D15			STRUCTURE	DAMAGED BS 304-344		10/4/97 97UAL900786
FUSELAGE SKIN AND SUB STRUCTURE DAMAGED BETWEEN STATIONS 304 TO 344 AND STRINGERS 23L AND 25L. ADDITIONAL DAMAGE INCLUDES THREE SHEAR TIES, ONE AT STA 312, 320, AND 328 BETWEEN STR 24L AND 25L, STR 24L, A SECTION OF THE 65-58609-1 CHORD BETWEEN WATER LINE 150 TO 180, THE STR 24L END FITTINGS 65-54093-1 AT STA 338 AND THE STA 336 SHEAR WEB 65-18915 BETWEEN B LINE 40-55. DAMAGE WAS THE RESULT OF IMPACT WITH GROUND EQUIPMENT. PERMANENT REPAIRS MADE TO STRUCTURE IN ACCORDANCE WITH STRUCTURAL REPAIR MANUAL AND ENGINEERING VARIATION AUTHORITY IAD-287.									
5310 AALA	894AA 22010	BOEING 727223				STRUCTURE	CORRODED BS 580-600		1/28/98 AALA980229
TUL - CORROSION ON SKIN STR 28L AND INTERCOSTAL STA 580 - STA 600. REMOVED CORROSION AND INSTALLED SKIN DOUBLER PER SRM 53-30-3 FIG 3 AND SPLICED IN NEW SECTION FO STR 28L PER SRM 53-10-3 FIG 1 AND REPLACED INTERCOSTAL. TST: 60,422.53 HOURS. CYCLES: 20,166. (X)									
5311 IPXA	935UP 20143	BOEING 7271A7C				FRAME	CORRODED BS 275		4/22/98 UPS98226494
INSPECTION TYPE:C CORROSION ON WEB IN FRONT OF DRAG BRACE SHELF BS 275 WL 149-152 RBL 14 TO LBL 14. REMOVED DAMAGED SECTION AND INSTALLED REPAIR DOUBLER IAW SRM 51-40-03.									

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5311 EISA	6819 19494	BOEING 727223				FRAME	CRACKED BS 700		2/18/98 EISA98053
FOUND DURING CARGO MOD, DURING D-CHECK INSPECTION, FOUND CRACK IN FRAME AT FS 700, AT STRINGER 20L-21L. FABRICATED AND INSTALLED DOUBLER PER SRM 53-10-04. (M)									
5311 AALA	878AA 21390	BOEING 727223				FRAME	CRACKED BS 380		4/1/98 AALA980677
TUL - FORWARD GALLEY DOOR FORWARD FRAME AT DOOR CUTOFF CRACKED JUST ABOVE STRINGER 9R, STATION 380 IN SEAL LAND FLANGE. INSTALLED NEW PIECE IN FORWARD GALLEY DOOR FRAME STRINGER 9R, STATION 380 PER SRM 51-10-1. (M)									
5311 AALA	878AA 21390	BOEING 727223				FRAME	BENT BS 1110		4/1/98 AALA980672
TUL - BELLFRAME BENT ABOVE STRINGER 25L AT STATION 1110. INSTALLED BELLFRAME REPAIR PER SRM 53-10-4. (M)									
5311 AALA	878AA 21390	BOEING 727223				FRAME	CORRODED BS 990		4/1/98 AALA980660
TUL - FOUND CORROSION ON BELLFRAME REPAIR STATION 990 BETWEEN STA 25A TO STRINGER 30. REMOVED DOUBLERS, REMOVED CORROSION, TREAT AND PRIMED, REINSTALLED DOUBLERS. (M)									
5311 MZZA	69741 22250	BOEING 727224				FRAME 65727461	CORRODED BS 970		11/12/97 MZZA97305
KUL - CORROSION FOUND ON AFT CARGO FRAME 970 AT BASE OF FORWARD FACE BETWEEN STR 29R TO STR 30. CORRODED AREA REMOVED AND DOUBLER FABRICATED AND INSTALLED IAW SRM 53-10-4. (X)									
5311 MZZA	79745 22448	BOEING 727224				FRAME	CRACKED BS 580		1/5/98 MZZA98039
TNN - DURING 'S' CHECK INSPECTION ON AIRCRAFT AT AIR ASIA, 1 INCH LONG CRACK WAS FOUND ON FORWARD CARGO COMPRTMENT FRAME UPPER CHORD AT BS 580, RBL 3. THE CRACK WAS STOP DRILLED AND REPAIRED PER B727 SRM 51-40-3 FIGURE 1. REF, HANGAR NON ROUTINE REPAIR ITEM CARD NR 839630 (SEQ NR 01092). (M)									
5311 FDEA	477FE 21394	BOEING 727227				FRAME	CRACKED BS 930		2/17/98 98FDEA00113
INSPECTED FRAME AT BS 930, STR 14R, CRACK FOUND. INSTALLED DOUBLER AS PER EO 7-5310-7-4330.									
5311 FDEA	477FE 21394	BOEING 727227				BELLFRAME	DENTED BS 520		2/18/98 98FDEA00112
BS 520L BETWEEN STR 22 TO 25L BELL FRAME DENTED SEVERAL PLACES. REMOVED DAMAGED AREA AND INSTALLED DOUBLER PER SRM 51-40-3.									
5311 FDEA	477FE 21394	BOEING 727227				BELLFRAME	DENTED BS 660		2/18/98 98FDEA00111
BS 660L, STR 23L, 22L, 24L AND 25L IS DENTED (BELLFRAME) AND HOLES DRILLED IN RADIUS. REMOVED DAMAGED AREA AND INSTALLED DOUBLER PER SRM 51-40-3.									
5311 CALA	10791 20645	BOEING 727232				FRAME	CRACKED BS 640		4/24/98 CALA9800699
INSPECTION FOUND A 1 CRACK IN UPPER FLANGE RADIUS OF FRAME 640, RBL 8, FORWARD BAGGAGE BIN. THE CRACKED AREA WAS CUT OUT IAW SRM 51-40-3. A DOUBLER AND FITTING WERE FABRICATED AND INSTALLED IAW SRM 51-40-3, FIGURE 1, SHEET A, SRM 51-10-2, AND 51-30-2.									
5311 CALA	10791 20645	BOEING 727232				FRAME	CRACKED BS 560		4/24/98 CALA9800698
INSPECTION FOUND A .375 INCH CRACK WITH CORROSION IN FRAME 560 TO SKIN ATTACH FLANGE, BBL 0 TO LBL 6. THE CORRODED AREA OF FLANGE WAS CUT OFF IAW SRM 53-10-4. A NEW FLANGE WAS FABRICATED AND INSTALLED IAW SRM 53-10-4.									

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5311 B4MR	521DB 21266	BOEING 727243				FRAME	CORRODED BS 1030	2/1/98	B4MR98005
DURING ROUTINE CPCP INSPECTION, FOUND FS 1030 LT SIDE CIRCUM HAS SMALL AREA OF CORROSION JUST UNDER FLOORBEAM. REMOVED CORROSION IAW SRM 51-10-6. ULTRASONIC THICKNESS CHECK MINIMUM NOMINAL: .045 MAX NOMINAL: .075. FOUND TO BE OUT OF LIMITS IAW B727 SRM 53-10-1. INSTALLED REPAIR IAW B727 SRM 51-40-3 FIG 1. CORROSION TASK CARD NUMBER C53-224-06. NON-ROUTINE TASK CARD NUMBER 11995.									
5311 B4MR	521DB 21266	BOEING 727243				FRAME	MISDRILLED BS 783.95	2/1/98	B4MR98010
DURING ACCOMPLISHMENT OF AD 94-02-04, FOUND FRAME AT BS 783.95 LT SIDE HAS MISDRILLED HOLE, JUST ABOVE CENTER WING TANK UPPER SKIN. INSTALLED FREEZE PLUG IAW B727 SRM 51-10-7 AND EA B2-53-016. NON-ROUTINE TASK CARD NUMBER 15287.									
5311 DALA	283WA 21485	BOEING 727247				FRAME	CRACKED BS 930	2/20/98	DL72E980573
MAIN CABIN STA 930 STRINGER S-13-R FRAME CRACKED. REPAIRED PER 53-10-4 FIG 25 AND ERA 331494.									
5311 MZZA	75429 21427	BOEING 7272F9				FRAME 65727461	HOLE ELONGATED FUSELAGE	12/28/97	MZZA98022
FRAME 1110, RT EDGE SUPPORT PANEL INNER ATTACHMENT HOLE FOUND ELONGATED AT FRAME UPPER CHORD. A DOUBLER REPAIR CARRIED OUT AS PER SRM 51-40-3. (M)									
5311 IPXA	904UP 18946	BOEING 72751C				FRAME	CORRODED BS 329	2/3/98	UPS98225787
INSPECTION TYPE-SI, CORROSION (C53-111-01.00-01) ON FRAME BS 328, RBL 43, WL 169 (AREA MARKED). CORROSION FOUND TO BE OUT OF LIMITS PER SRM 53-10-1, INSTALLED STANDARD FRAME DOUBLER REPAIR IAW SRM 51-40-3, AND SRM 51-30-2.									
5311 IPXA	904UP 18946	BOEING 72751C				FRAME	CORRODED BS 680	2/16/98	UPS98225782
INSPECTION TYPE-SI, CORROSION BS 680 FRAME LBL 24 WL 154 UPPER FLANGE. REMOVED DAMAGED AREA, FABRICATED REPAIR DOUBLER PER SRM 51-40-3, HEAT TREATED AND THEN INSTALLED PER SRM 51-20-04 SRM 53-10-2 AND SRM 51-40-3.									
5311 IPXA	904UP 18946	BOEING 72751C				FRAME	CORRODED BS 251	2/3/98	UPS98225784
INSPECTION TYPE-SI, CORROSION AROUND FASTENERS ON FRAME BS 251 RBL 24 WL 162. REMOVED DAMAGED SECTION AND INSTALLED FILLER AND DOUBLER IAW SRM 51-10-2, 51-40-2 AND MM 51-20-15.									
5312 EISA	366PA 22538	BOEING 727221				BULKHEAD ANGLE	CRACKED BS 1183	5/16/97	EISA97126
DURING ROUTINE C-CHECK INSPECTION OF AFT PIT, AFT BULKHEAD UPPER RT SIDE, FOUND 7 INCH CRACK ON VERTICAL ANGLE FS 1183. REMOVED CRACKED ANGLE, FABRICATED AND INSTALLED NEW ANGLE IAW SRM 53-10-2. (M)									
5312 CALA	15781 20636	BOEING 727232				BULKHEAD	CRACKED BS 1183	3/30/98	CALA9800603
INSPECTION FOUND A 3 INCH CRACK AROUND FASTENERS ON STA 1183 BULKHEAD AT RBL 7, WL 192 ABOVE TAIL SKID AT SECOND ANGLE FROM TOP. THE CRACK WAS ROUTED OUT IAW ECRA 5310-01473. A DOUBLER WAS FABRICATED AND INSTALLED IAW ECRA 5310-01473, SRM 51-30-2, AND 51-10-2.									
5312 CALA	15781 20636	BOEING 727232				BULKHEAD	CRACKED BS 1183	3/30/98	CALA9800602
INSPECTION FOUND A 6 INCH CRACK ON AFT SIDE OF STA 1183 BULKHEAD AT RBL 7, WL 192 JUST ABOVE TAIL SKID ATTACH UPPER L-ANGLE TO LOWER L-ANGLE. THE CRACK WAS ROUTED OUT IAW ECRA 5310-01473. A DOUBLER WAS FABRICATED AND INSTALLED IAW ECRA 5310-01473, SRM 51-30-2, AND 51-10-2.									

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5312 DALA	296WA 22533	BOEING 727247				BULKHEAD BEAM 6516350314	CRACKED BS 1183		2/9/98 DL72W980341
MTC FOUND A .1875 INCH CRACK IN THE OUTBD AFT FLANGE OF THE RBL 8 VERT BEAM IN THE FS 1183 BLKHD, WHICH BEGINS AT WL 182. REPAIRED PER ERA 362891-14, REV A.									
5312 DHLA	701DH 19011	BOEING 72730C				BULKHEAD	CRACKED BS 1183		12/20/97 DHL97701003
AFT 1183 BULKHEAD DOOR FRAME ON RT SIDE NEAR 2ND FROM TOP STOP HAS POSSIBLE CRACK INDICATION. CRACK 1.45, VERIFIED WITH NDT METHODS. INSTALLED TEMPORARY REPAIR PER AVITAS ENGINEERING ORDER 97PMSI 184D-1 PAGES 1, 2 AND 3.									
5313 IPXA	921UP 19874	BOEING 727180C				STRINGER	CORRODED BS 378		10/24/97 UPS97225328
INSPECTION TYPE-D, CORROSION ON STR 26R BS 378. REPAIRED IAW SRM 53-10-3.									
5313 EISA	6819 19494	BOEING 727223				STRINGER	CRACKED BS 303		2/18/98 EISA98048
DURING D-CHECK INSPECTION, FOUND .25 INCH CRACK ON STRINGER 6L AT FS 303.9. STOP DRILLED CRACK. FABRICATED AND INSTALLED DOUBLER PER SRM 53-30-01. (M)									
5313 AALA	878AA 21390	BOEING 727223				STRINGER	CRACKED BS 344		4/1/98 AALA980667
TUL - FOUND STRINGER 5R CRACKED AT STATION 344. REPAIRED STRINGER 5R, STATION 344 PER ESO DATED 3/17/98 ESO 11697. (M)									
5313 AALA	878AA 21390	BOEING 727223				STRINGER	CORRODED BS 987-996		4/1/98 AALA980659
TUL - FOUND CORROSION ON STRINGER 30 BETWEEN STATION 987 TO STATION 996. REPAIRED STRINGER PER ESO 11697. (M)									
5313 CALA	10791 20645	BOEING 727232				STRINGER	CORRODED BS 720		4/24/98 CALA9800697
INSPECTION FOUND STRINGER 28L CORRODED AT STA 720D. THE CORRODED AREA OF STRINGER WAS REMOVED. A REPAIR WAS FABRICATED AND INSTALLED IAW SRM 51-10-2 AND 53-10-3.									
5313 DALA	472DA 20749	BOEING 727232				STRINGER	CRACKED BS 940		2/9/98 DL72K980334
SEVERAL OF THE FASTENER HOLES ON THE S18A STRINGER AT FS 940 OF BOTH RT AND LT SIDES WERE FOUND TO HAVE CRACKS AND OR CORROSION IN THEM. REPAIRED PER ERA 331316-14.									
5313 DALA	489DA 21019	BOEING 727232				STRINGER 65564228	CORRODED BS 720-730		11/26/97 DL72S972508
CORROSION WAS FOUND ON THE BASE FLANGE OF STRG 28R AT STA 720A +10 COMMON TO THE SKIN. A SECTION OF THE STRINGER WAS CUTOUT AND THE SKIN WAS CUTOUT TO REMOVE THE CORROSION. A NEW SECTION OF STRINGER WAS SPLICED IN AND A SKIN DOUBLER INSTALLED PER ER/A 363256-14, REV A.									
5313 DALA	503DA 21305	BOEING 727232				STRINGER 65564414	CORRODED BS 950		2/11/98 DL72L980376
STRINGER 29R WAS FOUND CORRODED NEAR FS 950E+10. THE STRINGER WAS CUT AT FS 950D+10 AND THE AFT SECTION REMOVED. A NEW SECTION OF STRINGER WAS SPLICED IN PER ER/A 363710-14, REV B.									
5313 FDEA	265FE 21671	BOEING 727233				STRINGER 655623622	CORROSION BS 710		4/20/98 98FDEA00284
CORROSION ON STR 28R BS 710 WL 140. *S/D* REMOVED CORRODED STRINGER 28 RT, BS 710 TO 720 AND INSTALLED NEW SECTION AND REPAIR CAP AT BS 710 IAW FED-EX SRM 53-10-3.									

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5313 B4MR	521DB 21266	BOEING 727243				STRINGER	CORRODED BS 950	2/1/98	B4MR98009
DURING ACCOMPLISHMENT OF AD 92-12-03, FOUND STR 28L AT FS 950A HAS CORROSION FWD OF BEAM. REMOVED CORROSION IAW B727 SRM 51-10-1. ULTRASONIC THICKNESS CHECK, INTERGRANULAR CORROSION DETECTED REINSPECT U/T THICKNESS CK .116 NO FURTHER CORROSION NOTED. MADE AND INSTALLED REPAIR STRAP WITH FILLER IAW B727 SB 727-53-0179. NON-ROUTINE TASK CARD NUMBER 14823.									
5313 B4MR	521DB 21266	BOEING 727243				STRINGER	CORRODED BS 950	2/1/98	B4MR98007
DURING ACCOMPLISHMENT OF AD 92-12-03, FOUND STR 28L AT FS 950A HAS CORROSION AFT OF BEAM. U/T THICKNESS CK .124 REMAINING AFTER CORROSION REMOVED. REMOVED CORROSION IAW B727 SRM 51-10-1. INSTALLED REPAIR STRAP WITH FILLER IAW B727 SB 727-53-179. NON-ROUTINE TASK CARD NUMBER 14856.									
5313 DALA	2813W 20869	BOEING 727247				STRINGER 65564228	CORRODED BS 720	3/7/98	DL72W980550
THE FUSELAGE STRINGER AND SKIN AT S-29R WERE FOUND BADLY CORRODED BETWEEN FS 720A+10 AND 720C+10. THE SKIN DAMAGE WAS CUTOUT AND A DOUBLER AND TRIPLER INSTALLED. THE DAMAGED AREA OF STIFFENER WAS REMOVED AND A NEW SECTION SPLICED IN. THE REPAIR WAS ACCOMPLISHED PER ER/A 364137-14, REV A.									
5313 IPXA	904UP 18946	BOEING 72751C				STRINGER	CORRODED BS 370-380	2/3/98	UPS98225783
INSPECTION TYPE-SI, CORROSION ON STR 26 LT BS 370 TO 380. REMOVED DAMAGED SECTION, INSTALLED NEW STRINGER AND STRINGER SPLICE PER SRM 53-10-3 WITH FASTENER BS 360 TO 380.									
5314 B4MR	521DB 21266	BOEING 727243				KEEL BEAM	CORRODED BS 950-990	2/1/98	B4MR98003
DURING ACCOMPLISHMENT OF AD 92-12-03, FOUND CORROSION ON KEEL BEAM BETWEEN FS 950E TO FS 990. REMOVED CORROSION IAW B727 SB 53-0179. FOUND TO BE OUT OF LIMITS IAW B727 SRM 53-10-1. INSTALLED REPAIR IAW SB 727 53-0179 N5C2 AND 727/E/2718 AIA SKETCH. NON-ROUTINE TASK CARD NUMBER 14917.									
5315 AALA	864AA 21369	BOEING 727223				FLOORBEAM	CORRODED BS 380	1/16/98	AALA980144
TUL - CORROSION ON FLOOR BEAM STA 380 FROM RBL 12 TO RBL 24. REMOVED CORRODED SECTION, INSTALLED NEW PART AND DOUBLER PER SRM 53-10-8. TST: 56,192 HOURS. CYCLES: 34,665. X)									
5315 AALA	878AA 21390	BOEING 727223				FLOORBEAM	CORRODED BS 380	4/1/98	AALA980671
TUL - FOUND CORROSION ON TOP OF FLOORBEAM STATION 380 RBL 29-RBL 42 AND CORROSION ON TOP OF AND ON BOTTOM OF TOP FLANGE STATION 380 RBL 45 TO RBL 63. REPAIRED PER SRM 53-10-08 PAGES 9A AND 9B. (M)									
5315 AALA	878AA 21390	BOEING 727223				FLOORBEAM	CORRODED BS 1070	4/1/98	AALA980675
TUL - FOUND CARGO CEILING FLOORBEAM CORRODED LBL 24 TO LBL 48 AT STATION 1070. INSTALLED LOWER CHORD REPAIR ANGLE AND STRAPS, TWO LOCATIONS LBL 24 PER SRM 53-10-8 AND STRAP LBL 45 PER ESO. (M)									
5315 AALA	721AA 20729	BOEING 727227				FLOORBEAM	CORRODED BS 380	4/1/98	AALA980676
TUL - FOUND TOP FLANGE OF FLOORBEAM CORRODED, (PREVIOUSLY REPAIRED) STATION 380. REMOVED AND REPLACED TO TOP CAP OF (PREVIOUSLY REPAIRED) UPPER FLANGE REPAIR PER SRM 53-10-8. (M)									
5315 CALA	79754 21363	BOEING 727227				FLOORBEAM	CORRODED BS 400	2/13/98	CALA9800264
INSPECTION FOUND FLOORBEAM CORRODED AT STA 400, RBL 0 TO 25. A FLOORBEAM REPAIR WAS FABRICATED AND INSTALLED IAW SRM 53-10-08, FIGURE 3.									

***** DENOTES SIGNIFICANT OCCURRENCE

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5315 CALA	79754 21363	BOEING 727227				FLOORBEAM	CORRODED BS 380		2/14/98 CALA9800265
INSPECTION FOUND FLOORBEAM CORRODED AT STA 380, RBL 0 TO 65. A REPAIR WAS FABRICATED AND INSTALLED IAW SRM 53-10-08, FIGURE 3, 51-10-2, AND 51-30-2.									
5315 DALA	543DA 22392	BOEING 727232				FLOORBEAM	CORROSION BS 1030		2/3/98 DL72S980320
CORROSION ON FLOORBEAM STA 1030 AT BOLT HOLES AT BL 0, LBL 9 AND RBL 10.5. CORROSION WITHIN LIMITS AT BL 0 AND RBL 10.5. CORROSION OUT OF LIMIT AT STA LB 9 PER SRM 53-10-1. INSTALLED REPAIR PER M/M 53-20-11.									
5315 FDEA	265FE 21671	BOEING 727233				FLOORBEAM 65163141	CORRODED BS 312		4/27/98 98FDEA00298
CORROSION (C53-224-01) ON FLOORBEAM AT BS 312, LBL 4, WL 208.									
5315 FDEA	265FE 21671	BOEING 727233				FLOORBEAM 65208353	CORRODED BS 1070		4/27/98 98FDEA00297
CORROSION (C53-111-01) ON FLOORBEAM LOWER CHORD AT BS 1070, LBL 42, RBL 50, WL 200.									
5315 FDEA	265FE 21671	BOEING 727233				FLOORBEAM 6516338171	CORRODED BS 950		4/20/98 98FDEA00285
CORROSION (C53-224-01, 2) ON UPPER CHORD OF BS 950 FLOORBEAM LBL 16 TO 19 WL 208. *S/D* REPAIRED CORROSION AREAS OF UPPER CHORD BS 950 FLOORBEAM FROM LBL 16 TO 19, WL 208 PER EA NR 7-5310-38742.									
5315 B4MR	521DB 21266	BOEING 727243				FLOORBEAM	CORRODED BS 1110		2/1/98 B4MR98011
DURING ROUTINE CPCP INSPECTION, FOUND FS 1110 RBL 10 PREVIOUS FLOORBEAM REPAIR HAS CORROSION. REMOVED CORROSION IAW SRM 51-10-6. CORROSION FOUND TO BE OUT OF LIMITS IAW SRM 53-10-1. REMOVED DAMAGED UPPER PORTION OF FLOORBEAM AND FABRICATED REPAIR PARTS IAW SRM 53-10-8. INSTALLED REPAIR IAW B727 SRM 51-30-2. CORROSION TASK CARD NUMBER C53-224-03. NON-ROUTINE TASK CARD NUMBER 11971.									
5315 B4MR	521DB 21266	BOEING 727243				FLOORBEAM	CORRODED BS 680		2/1/98 B4MR98006
FS 680 RBL 25 TO LBL 25 HAS CORROSION (FLOORBEAM). REMOVED CORROSION IAW B727 SRM 51-10-6. FOUND TO BE OUT OF LIMITS IAW B727 SRM 53-10-1. INSTALLED IAW B727 SRM 53-10-8 FIG 3. CORROSION TASK CARD NUMBER C53-224-03. NON-ROUTINE TASK CARD NUMBER 11977.									
5315 MZZA	75429 21427	BOEING 7272F9				FLOORBEAM 651631526	CORROSION BS 328		1/2/98 MZZA98014
KUL - FLOORBEAM AT STATION 328 AT LBL 30 HAS SURFACE CORROSION. REMOVED CORROSION IAW SRM 51-10-6. FOUND BEYOND LIMIT IAW ECRA 5310-03651. CARRY OUT REPAIR IAW SRM 53-10-8. (M)									
5315 MZZA	75429 21427	BOEING 7272F9				FLOORBEAM 65163169	CORRODED BS 344		12/23/97 MZZA98021
KUL - FLOORBEAM AT STATION 344 FROM LBL10 TO LBL150 HAS SURFACE CORROSION ON THE HORIZONTAL FLANGE, UPPER AND LOWER SURFACE AT SEVERAL LOCATIONS. CORROSION REMOVED IAW RM 51-10-6, CLEANUP DIMENSION OF .020 INCH BY 3 INCH BY 2 INCH IS FOUND TO BE OUT OF LIMIT IAW SRM 53-10-1. REMOVED FASTENERS ATTACHING FLOORBEAM UPPER CHORD IAW SRM 51-30-2. INSTALLED FASTENERS WITH NEW FLOORBEAM UPPER CHORD FROM LBL 50 TO RBL 50 IAW SRM 51-30-2. (M)									
5315 ULHF	553NA 20707	BOEING 7272J7				FLOORBEAM	CORRODED BS 400		10/10/97 97ZZM1108
FLOORBEAM CORRODED END TO END AT STATION 400 BEYOND LIMITS. REMOVED AND REPLACED FLOORBEAM IAW BOEING SRM 51-10-2, 51-10-0, 51-10-6, 51-30-2 AND 53-10-8. (M)									

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5315 ULHF	553NA 20707	BOEING 7272J7				FLOORBEAM	CORRODED BS 344		10/10/97 97ZZZM1115
FLOORBEAM AT STATION 344 CORRODED BEYOND LIMITS END TO END. REMOVED AND REPLACED FLOORBEAM IAW BOEING SRM 51-10-2, 51-10-6, 51-30-2 AND 51-10-01 AND 53-10-8. (M)									
5315 ULHF	553NA 20707	BOEING 7272J7				FLOORBEAM	CORRODED BS 380		10/10/97 97ZZZM1113
FLOORBEAM AT STATION 380 CORRODED BEYOND LIMITS. REMOVED AND REPLACED FLOORBEAM IAW BOEING SRM 51-10-2, 51-10-6, 51-30-2, 51-10-01 AND 53-10-8. (M)									
5320 EISA	366PA 22538	BOEING 727221				SUPPORT	CORRODED AFT LAV FLOOR		5/15/97 EISA97123
DURING ROUTINE C-CHECK, FOUND RIGHT AFT LAV FLOOR SUPPORT CRACKED AND CORRODED. REMOVED CORROSION, FABRICATED AND INSTALLED REPAIR PER SRM 51-10-06 ADN 51-40-03. (M)									
5320 EISA	366PA 22538	BOEING 727221				ANGLE	CRACKED BS 8045		5/15/97 EISA97124
DURING ROUTINE C-CHECK, FOUND REINFORCING ANGLE WITH 1 INCH CRACK AT FS 804.5, ADJACENT TO STRINGER 14R. STOP DRILLED CRACK, FABRICATED AND INSTALLED REPAIR PER SRM 51-40-03. (M)									
5320 EISA	6819 19494	BOEING 727223				ANGLE	CRACKED BS 303		2/18/98 EISA98046
DURING D-CHECK INSPECTION, FOUND ANGLE CRACKED IN E/E BAY, FS 303, LBL 10. REMOVED DAMAGED ANGLE. FABRICATED NEW ANGLE PER SRM 51-40-03 AND INSTALLED PER SRM 51-10-03. (M)									
5320 EISA	6819 19494	BOEING 727223				INTERCOSTAL	CRACKED BS 720-740		2/18/98 EISA98050
DURING D-CHECK INSPECTION, FOUND INTERCOSTAL CRACKED AT FS 720F-740 AFT END, LEFT SIDE. STOP DRILLED CRACK, FABRICATED AND INSTALLED DOUBLER PER SRM 57-40-03. (M)									
5320 EISA	6819 19494	BOEING 727223				STIFFENER	CRACKED BS 312		2/18/98 EISA98045
DURING D-CHECK INSPECTION, FOUND STIFFENER CRACKED IN E/E BAY, FS 312, LBL 32, WL 208. REMOVED STIFFENER AND FABRICATED NEW PART PER SRM 51-40-03, INSTALLED SRM 51-10-08. (M)									
5320 EISA	6819 19494	BOEING 727223				INTERCOSTAL	CRACKED BS 720		2/18/98 EISA98044
DURING D-CHECK INSPECTION, FOUND INTERCOSTAL CRACKED IN 5 PLACES AT FS 720-720A. REMOVED ANGLE, FABRICATED NEW ANGLE PER SRM 51-40-03 AND INSTALLED PER SRM 53-10-08. (M)									
5320 EISA	6819 19494	BOEING 727223				FLOOR PAN	CORRODED BS 1178		2/18/98 EISA98051
FOUND DURING CARGO COMPT MOD, DURING D-CHECK INSPECTION, FOUND CORROSION ON FLOOR PAN AT FS 1178 LT SIDE. CUT OUT DAMAGE. FABRICATED AND INSTALLED DOUBLER PER SRM 51-40-02. (M)									
5320 AALA	864AA 21369	BOEING 727223				DOOR FRAME	CORRODED BS 1030		1/16/98 AALA980160
TUL - RIGHT AFT SERVICE DOOR FRAME CORRODED - HINGE CASTING AREA. REPLACED LOWER STOP PAD CASTING. REMOVED CORROSION FROM FRAME AND INSTALLED REPAIR DOUBLER PER 51-40-3 FIG 1 PAGES 1-6. (X)									

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5320 AALA	864AA 21369	BOEING 727223				DOOR FRAME	CORRODED BS 376		1/16/98 AALA980146
TUL - TWO AREAS OF CORROSION ON FORWARD LIP OF DOOR FRAME, STR 15R TO STR 16R. BLENDED OUT CORROSION (TWO AREAS) AND INSTALLED REPAIR DOUBLER PER ESO 11697 DATED 1-6-98. TST: 56,192 HOURS. CYCLES: 34,665. (X)									
5320 AALA	878AA 21390	BOEING 727223				INTERCOSTAL	CORRODED BS 1070		4/1/98 AALA980664
TUL - FOUND CORROSION ON INTERCOSTAL FROM FS 1050 TO FS 1070 BETWEEN STRINGER 26R AND 27R. REMOVED CORROSION, INSTALLED DOUBLER AND NEW TOP ANGLE. (M)									
5320 AALA	878AA 21390	BOEING 727223				WEB	CORRODED BS 1148		4/1/98 AALA980670
TUL - SHEAR WEB CORRODED AT STATION 1148 LBL 45 INCH LEFT AFT LAV. INSTALLED TYPICAL WEB REPAIR PER SRM 51-40-2. (M)									
5320 AALA	878AA 21390	BOEING 727223				WEB	CORRODED BS 1163		4/1/98 AALA980673
TUL - FOUND SHEAR WEB CORRODED AT STATION 1163 LBL 45 IN LEFT AFT LAV. INSTALLED TYPICAL WEB REPAIR PER SRM 51-40-2. (M)									
5320 AALA	878AA 21390	BOEING 727223				ANGLE	CORRODED BS 1213		4/1/98 AALA980662
TUL - FOUND STATION 1213 CHORD BELOW LOWER FIXED STEP, CENTER SECTION CORRODED ON END AT RBL 15 AND LBL 15 UNDER SPLICES. REPAIRED PER ESO 11697, DATED 3/10/97. (M)									
5320 AALA	878AA 21390	BOEING 727223				ANGLE	CRACKED BS 1213		4/1/98 AALA980666
TUL - FOUND CHORD ANGLE CRACKED STATION 1213 BELOW 4TH FIXED STEP, RBL 16. REMOVED AND REPLACED CHORD ANGLE. (M)									
5320 AALA	878AA 21390	BOEING 727223				ANGLE	CORRODED BS 1213		4/1/98 AALA980665
TUL - FOUND STATION 1213 LOWER CHORD BELOW LOWER FIXED STEP CORRODED ON LEFT SIDE UNDER SPLICE LBL 18-22. REMOVED AND REPLACED LEFT CHORD ANGLE. (M)									
5320 AALA	878AA 21390	BOEING 727223				ANGLE	CORRODED BS 1213		4/1/98 AALA980663
TUL - FOUND STATION 1213 CHORD BELOW LOWER FIXED STEP CORRODED ON RT SECTION UNDER SPLICE AT RBL 18-22. REPAIRED PER ESO 11697, DATED 3/10/98. (M)									
5320 MZZA	69741 22250	BOEING 727224				INTERCOSTAL 656097168	CORROSION BS 1070		11/5/97 MZZA97303
KUL - HNRC: 844757 - FLOOR BEAM, STA 1070, RBL 50 INTERCOSTAL FOUND CORRODED. CORROSION REMOVED AND FOUND OUT OF LIMIT DEPTH 0.045 INCH AREA 2 INCHES BY 8 INCHES IAW SRM 53-10-1. REPLACED NEW INTERCOSTAL IAW SRM 53-10-2. (X)									
5320 MZZA	79745 22448	BOEING 727224				SUPPORT FITTING 69439473	CORRODED NLG W/W		1/5/98 MZZA98038
TNN - DURING 'S' CHECK INSPECTION ON AIRCRAFT AT AIR ASIA, SEVERE CORROSION WERE FOUND ON NLG W/W AFT MOUNT SUPPORT FITTING PLATES AT BS 337 RBL 17.5 AND LBL 17.5. THE CORRODED MOUNT SUPPORT FITTING PLATES WERE REMOVED AND REPLACED PER B727 SRM 51-30-2. REF, HANGAR NON ROUTINE REPAIR ITEM CARD NR 839628 (SEQ NR 01091). (M)									
5320 DALA	8889Z 21858	BOEING 727225				GUSSET 6517518	CRACKED BS 1273		11/26/97 DL72S972519
FS 1273 TORQUE BOX STRUCTURE FOUND WITH A CRACK IN A GUSSET AND BEAM CHORD. THE CRACKED STRUCTURE WAS REPLACED PER THE GUIDELINES OF S/B 53-0129 TO COMPLY WITH AD 94-07-08. ER/A 363305-14AD WAS ISSUED TO DOCUMENT THE DAMAGE AND CONTROL THE REPAIR PROCESS.									

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5320 CALA	15781 20636	BOEING 727232				SUPPORT	CRACKED BS 714		3/30/98 CALA9800696
INSPECTION FOUND CRACKS IN FORWARD PIT FLOOR SUPPORT AT STA 714, LBL 2. THE CRACKS WERE STOP DRILLED IAW SRM 51-10-1, PAGE 6. REPAIR ANGLES WERE FABRICATED AND INSTALLED IAW SRM 51-10-2, 51-30-2, AND 51-40-3.									
5320 DALA	493DA 21062	BOEING 727232				WEB	CRACKED BS 1303		11/3/97 DL72S972242
A 1.5 INCH CRACK UPPER RT CUTOUT 1303 WEB ABOVE S-DUCT. A 1 INCH CRACK LOWER RT CUTOUT 1303 WEB ABOVE S-DUCT. A 1 INCH CRACK LOWER LT CUTOUT 1303 WEB. A 1 INCH CRACK UPPER LT CUTOUT 1303 WEB. INSTALLED PERM REPAIRS PER SRM 53-10-4 FIG 17 FOR ALL 4 CRACKS.									
5320 DALA	503DA 21305	BOEING 727232				SILL 655612910	CORRODED BS 950		2/11/98 DL72L980379
THE OUTBOARD CAP (EXTRUDED TEE) OF THE C2 DOOR SURROUND LOWER SILL WAS FOUND BADLY CORRODED ON THE OUTBD FLANGE. THE FLANGE WAS CUT AWAY TO REMOVE THE CORROSION. THE CUT FLANGE WAS REPAIRED WITH A SHEET METAL ANGLE REPAIR PER ER/A 363872-14, REV A.									
5320 DALA	522DA 21582	BOEING 727232				STIFFENER 6516350	CRACKED BS 1183		3/9/98 DL72S980541
A CRACK WAS FOUND IN THE RBL 36.83 VERT STIFFENER ON THE FWD SIDE FO THE FS 1183 BLKHD. THE CRACK WAS LOCATED AT APPROX WL 238 AND WAS APPROX 2. REPAIRED PER ERA 331448-14AD.									
5320 DALA	522DA 21582	BOEING 727232				FITTING	CORRODED FUS FITTING		3/5/98 DL72S980592
CORROSION ON BORE OF BODY FITTING LT AFT BTL PIN. ALSO, SOME CORROSION ON EDGE OF FITTING BETWEEN WING AND BODY FITTING. REMOVED CORROSION PER 53-40-1 FIG 4. REWORKED NR 1214 BORE, REPAIRED ON NR 1214 AS PER ERA 331517-14.									
5320 DALA	533DA 22046	BOEING 727232				WEB	CRACKED BS 1263		1/19/98 DL72S980160
FOUND ON D1 LETTER CK, .5 INCH CRACK AT LT TORQUE BOX VERICAL WEB LIGHTENING HOLE STA 1263. REPAIRED PER MM 53-11-0.									
5320 DALA	533DA 22046	BOEING 727232				WEB	CRACKED BS 1303		1/19/98 DL72S980159
FOUND ON D1 LETTER CK, .25 INCH CRACK RT TORQUE BOX VERTICAL WEB LIGHTENING HOLE STA 1303. ROUTED OUT DAMAGED AREA PER MM 53-11-0.									
5320 FDEA	265FE 21671	BOEING 727233				SHEAR TIE 691541610	CORRODED BS 720		4/27/98 98FDEA00299
WHILE WORKING NR0450 FOUND SHEAR TIE AT BS 720, LBL 5 TO RBL 5 BETWEEN 28L AND 28R, WL 138 TO BE CORRODED AND OUT OF LIMITS.									
5320 FDEA	265FE 21671	BOEING 727233				SUPPORT 651758866	CORRODED BS 266		4/20/98 98FDEA00279
NR 0577: WHILE WORKING NR-0573 FOUND 25 G BEAM TO BE CORRODED AT BS 266 LBL 8 WL 208.									
5320 FDEA	265FE 21671	BOEING 727233				SHEAR TIE 691541610	CORRODED BS 720		4/20/98 98FDEA00280
NR0573: WHILE WORKING NR0450 FOUND SHEAR TIE AT BS 720 LBL 5 - RBL 5 BETWEEN 28L-R WL 138 TO BE CORRODED AND OUT OF LIMITS.									
5320 FDEA	265FE 21671	BOEING 727233				CLIP 65585373	CORRODED BS 681		4/20/98 98FDEA00286
LWR FRAME TO WEB CLIP CORRODED AT BS 681 LBL 3 WL 156. *S/D* CORRODED LOWER FRAME TO WEB CLIP AT BS 681, LBL 3, WL 156. FOUND TO BE OUT OF LIMITS PER FED-EX SRM 53-10-1. REPLACED CORRODED LOWER FRAME TO WEB CLIP AND REINSTALLED PARTS REMOVED FOR ACCESS IAW FED-EX SRM 51-30-2.									

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5320 FDEA	265FE 21671	BOEING 727233				BEAM 65162794	CORROSION BS 760-790		4/20/98 98FDEA00283
CORROSION (C53-224-01, 2) ON LONGITUDINAL BEAM FLANGES AT RBL 24 BS 760 TO 790 WL 208. *S/D* REMOVED AND REPLACED LONGITUDINAL BEAM UPPER CHORD BS 740 TO 850, RBL 25 AND SEAT TRACK BS 760 TO 850, RBL 25, WL 208 PER FED-EX SRM 51-30-2 AND FED-EX DRAWING 65-16279.									
5320 DALA	2815W 20871	BOEING 727247				STRAP 65562312	CRACKED R1 DOORWAY		3/11/98 DL72W980584
THE R1 DOOR CUTOOT REINFORCING DOUBLER (BEAR STRAP) WAS FOUND WITH A TYPICAL CRACK IN UPPER HINGE CUTOOT. THE SKIN WAS CUT TO ACCESS THE CRACK AND THE BEAR STRAP WAS CUT TO REMOVE THE CRACK. THE CUTOOTS WERE REPAIRED WITH A DOUBLER AND TRIPLER PER THE GUIDLINES OF BOEING S/B 727-53-0136 AND ER/A 364227-14.									
5320 DALA	282WA 21484	BOEING 727247				CHANNEL	CRACKED BS 1263		4/2/98 DL72E980743
THE AFT CHANNEL OF THE VENTRAL STAIRWAY TORQUE BOX AT FS 1263 WAS FOUND WITH A TYPICAL CRACK. THE DAMAGED PART WAS REMOVED AND REPLACED WITH A NEW PART PER THE REQUIREMENTS OF BAC S/B 727-53-0129 AND DOCUMENTED PER ER/A 364426-14AD.									
5320 DALA	283WA 21485	BOEING 727247				BRACKET	CRACKED BS 930		2/20/98 DL72E980572
MAIN CABIN STA 930 STRINGER S-14-L BRACKET CRACKED IN RADIUS. TRIMMED OFF DAMGED SECTION OF FRAME AND BEGAN DRILLING REPAIR PER SRM 53-10-4 FIG 25. DRILLED UP REPAIR PER SRM 53-10-4 FIG 25. INSTALLED REPAIR PER SRM 53-10-4 FIG 25.									
5320 DALA	296WA 22533	BOEING 727247				BOX	CORRODED BS 720		1/27/98 DL72W980345
WING ICE LIGHT BOX BETWEEN STA 720B AND 720C AT STR 15L IS CORRODED. REPAIRED PER SRM 53-30-3 FIG 22.									
5320 IPXA	949UP 19717	BOEING 72725C				CASTING 65493981	CORRODED CARGO COMPT		8/12/97 UPS97224152
INSPECTION TYPE-C, BARRIER NET CASTING LBL 5 HAS CORROSION IN BOTTOM AND RECEPICAL IS HARD TO MOVE. REMOVED CORROSION FOUND TO BE OUT OF LIMITS PER SRM 53-10-01. REMOVED AND REPLACED CASTING IAW SRM 51-30-02.									
5320 IPXA	951UP 19850	BOEING 72725C				FORGING 65C132495	CORRODED BS 740		4/3/98 UPS98226322
INSPECTION TYPE-C WHILE WORKING EO#B727-5310-5474B, FOUND CORROSION ON BS 740 FORGING AFT FLANGE COMMON TO FLOORBEAM WL 206 LBL 63. REMOVED CORROSION FOUND TO BE OUT OF LIMITS. REPLACED FORGING IAW EO B727-5310-7477, ER 98-2312.									
5320 MZZA	75429 21427	BOEING 7272F9				BEAM 651960624	CORROSION BS 1130-1172		12/21/97 MZZA98005
DUL - AFT RIGHT LAVATORY LENGTH WISE SUPPORT BEAM, STATION 1130-1172, RBL 27 HAS SURFACE AND EXFOLIATION CORROSION. CORROSION FOUND OUT OF LIMIT. FABRICATE BEAM AS PER DRAWING 65-19606. INSTALLED PER SRM 51-30-2. (M)									
5320 MZZA	75429 21427	BOEING 7272F9				BEAM 651960620	CORROSION BS 1138		12/21/97 MZZA98004
AFT RIGHT LAVATORY SPAN WISE SUPPORT BEAM STATION 1138, RBL 27-47 HAS SURFACE AND EXFOLIATION CORROSION. CORROSION REMOVED AT SUPPORT BEAM IAW SRM 53-10-1, FOUND OUT OF LIMIT. (M)									
5320 MZZA	75429 21427	BOEING 7272F9				SILL 65561481	CORROSION BS 990-1030		12/22/97 MZZA98015
KUL - LEFT CREASE BEAM BETWEEN STATION 990 TO 1030 HAS NUMEROUS SURFACE CORROSION. FOUND CORROSION OUT OF LIMITS. REPLACED CREASE BEAM AS PER SRM 51-30-2. (M)									

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5320 MZZA	75429 21427	BOEING 7272F9				SILL 65561481	CORROSION BS 1070-1090		12/22/97 MZZA98017
KUL - SURFACE AND EXFOLIATION CORROSION ON LEFT CREASE BEAM BETWEEN BS 1070 TO 1090. FOUND CORROSION OUT OF LIMITS. REPLACED SILL BEAM AS PER SRM 51-30-2. (M)									
5320 EISA	742RW 21952	BOEING 7272M7				INTERCOSTAL	TORN BS 577		5/2/97 EISA97090
DURING C-CHECK, FOUND FORWARD CARGO PIT FS 577 STRINGER 23L INTERCOSTAL HAS .25 INCH TEAR AT FORWARD CUTOUT. REPAIRED INSTALLED PER SRM 51-10-1. (M)									
5320 IPXA	904UP 18946	BOEING 72751C				FITTING 65189553	CORRODED BS 365		2/16/98 UPS98225785
INSPECTION TYPE-SI, CORROSION (C53-111-01.00-01) ON STRINGER TIE OF STR 26 LT BS 365. REMOVED AND REPLACED STRINGER TIE IAW SRM 51-30-2, 53-10-1, 51-30-4.									
5320 IPXA	904UP 18946	BOEING 72751C				WEB	CORRODED BS 307-314		2/16/98 UPS98225786
INSPECTION TYPE-SI, CORROSION ON VERTICAL WEB OF DOGHOUSE BS 307 TO 314, LBL 13.5, WL 157 TO 161. CUT OUT DAMAGED AREA OF WEB AND INSTALLED DOUBLER IAW SRM 53-10-9, 51-40-2.									
5321 MZZA	86425 21459	BOEING 727212				FLOOR PANEL	CORRODED BS 1136		1/14/98 MZZA98060
TNN - DURING 'S' CHECK INSPECTION ON AIRCRAFT AT AIR ASIA, SEVERE CORROSION WAS FOUND ON RT AFT LAVATORY FLOOR PANEL AT BS 1136, RBL 26. THE CORRODED FLOOR PANEL 3 INCH BY 4 INCH IN SIZE WAS CUTOUT AND INBOARD PARTITION LOWER SUPPORT CHANNEL WERE REPAIRED PER B727 SRM 53-20-2 AND 51-40-4 RESPECTIVELY. (M)									
5330 FDEA	143FE 19136	BOEING 72721C				SKIN 654237052	CORRODED BS 520-540		7/22/97 97FDEA00464
AT BS 520 TO 540 BETWEEN STRINGER 3 LT AND 3 RT THE SKIN IS BULGING AT NUMEROUS FASTENER LOCATIONS.									
5330 CKSA	856AA 20997	BOEING 727223				SKIN 65921444	CORRODED BS 950-1183		2/13/98 CKSA98015
ACCOMPLISHMENT OF AD 90-06-09. REPLACE AFT BELLY SKIN PANELS IAW S/B 727-53-0159. REMOVED AND REPLACED AFT BELLY SKIN PANELS IAW SB 727-53-0159 AND AD 90-06-09. REPAIR ORDER NUMBER 856-291.									
5330 AALA	878AA 21390	BOEING 727223				SKIN	CORRODED BS 581		4/1/98 AALA980668
TUL - FOUND CORROSION BLISTERING THROUGH BELLY SKIN AT STATION 581 STRINGER 27L. REPAIRED PER ESO 11697, DATED 3-11-98. (M)									
5330 AALA	878AA 21390	BOEING 727223				SKIN	MISINSTALLED BS 385		4/1/98 AALA980674
TUL - P/A REPAIR NOT PROPERLY INSTALLED, NO RADIUS IN FILLER. NO E/D ON FILLER AND NUMEROUS FASTENERS HEADS ARE TO HIGH AND PIECE OF WOOD JAMMED UNDER EDGE OF DOUBLER. REMOVED PREVIOUS REPAIR AND INSTALLED NEW DOUBLER PER SRM 53-30-3. (M)									
5330 AALA	878AA 21390	BOEING 727223				SKIN	CORRODED BS 1097		4/1/98 AALA980669
TUL - FOUND CROWN SKIN CRACKED FROM RIVET APPROX .25 INCH LONG STATION 1097, 1ST RIVET TO THE RIGHT. INSTALLED DOUBLER PER S/B 727-53A0204. (M)									
5330 DALA	805EA 22436	BOEING 727225				SKIN 65545831	TORN BS 1160		2/4/98 DL72S980326
WHILE ACCOMPLISHING MODIFICATIONS AROUND THE AFT LAV SERVICE PANEL CUTOUT IN THE SKIN, THE BONDED INTERNAL DOUBLER WAS TORN IN SEVERAL LOCATIONS. THE SKIN AND BONDED DOUBLER WERE CUTOUT AND REMOVED BETWEEN FS 1158 AND 1183 AND BETWEEN STR 20L AND 23L. A NEW SECTION OF SKIN WAS SPLICED IN PER ER/A 363813-14, REV B.									

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5330 AALA	721AA 20729	BOEING 727227				SKIN	CRACKED BS 1060		3/26/98 AALA980625
TUL - FOUND NICK WITH CRACK IN FORWARD SKIN AT STATION 30, STATION 1060. REMOVED OK AND INSTALLED DOUBLER REPAIR PER SRM 53-30-3 PAGE 1. (M)									
5330 FDEA	477FE 21394	BOEING 727227				SKIN	CORRODED BS 1148		2/17/98 98FDEA00114
LWR FUSE SKIN BULGE BETWEEN STR 26R AND STR 25R, BS 1148R. REMOVED ALL CORROSION AND INSTALLED FRAME SHEAR TIE REPAIR AT SKIN ATTACHMENT PER SRM 53-10-4 FIG 11.									
5330 DALA	489DA 21019	BOEING 727232				SKIN 65545662	CORRODED BS 600		11/26/97 DL72S972507
THE FUSELAGE SKIN BETWEEN STA 580 AND 640 WAS FOUND CORRODED BETWEEN S-26L AND 27L. THE DAMAGED SKIN WAS CUTOUT AND A NEW SECTION OF SKIN WAS SPLICED IN WITH TWO SPLICE STRAPS PER ER/A 363277-14, REV A.									
5330 DALA	494DA 21074	BOEING 727232				BEAR STRAP 65562312	CRACKED R1 DOOR		4/2/98 DL72S980755
THE R1 DOOR SURROUND REINFORCING DOUBLER (BEAR STRAP) WAS FOUND WITH A TYPICAL CRACK AT THE UPPER HINGE CUTOUT. THE CRACK WAS STOP DRILLED AND AN EXTERNAL REPAIR DOUBLER WAS INSTALLED PER THE DIRECTION OF BAC S/B 727-53-0136 AND ER/A 364433-14.									
5330 FDEA	265FE 21671	BOEING 727233				SKIN 655457721	CORRODED BS 700-720		4/20/98 98FDEA00282
CORROSION ON SKIN FWD CARGO BAY BS 700 TO 720 RBL 10 WL 138 NEXT TO STR 28R. *S/D* REMOVED CORRODED SKIN AT BS 700 TO 720, WL 138, RBL 10 AND INSTALLED INTERNAL DOUBLER. INSTALLED ALL ITEMS REMOVED FOR ACCESS IAW FED-EX SRM 53-30-3.									
5330 FDEA	265FE 21671	BOEING 727233				SKIN 655457721	CORRODED BS 683		4/20/98 98FDEA00281
WHILE WORKING ON NR0518, FOUND CORROSION ON SKIN AT BS 683 LBL 12 WL 138, BET 27L TO 28L. *S/D* REPAIRED SKIN AT BS 683, LBL 12, WL 138, BETWEEN STR 27L AND 28L PER FED-EX SRM 53-30-3.									
5330 FDEA	265FE 21671	BOEING 727233				SKIN 65545664	CORRODED BS 663		4/17/98 98FDEA00277
NR-0402, LWR FUSELAGE SKIN CORRODED ON UPPER SURFACE AT BS 663 BL0, WL 138.									
5330 B4MR	521DB 21266	BOEING 727243				SKIN	CORRODED BS 950-970		2/1/98 B4MR98004
DURING ACCOMPLISHMENT OF AD 92-12-03, FOUND CORROSION ON SKIN UNDER WEB NEXT TO STR 27L STA 950 TO 970 IN C-2 PIT. CORROSION FOUND TO BE OUT OF LIMITS IAW B727 SRM 53-30-1. INSTALLED REPAIR DOUBLER AND FILLER IAW B727 SRM 53-30-3 FIG 3. NON-ROUTINE TASK CARD NUMBER 14835.									
5330 CALA	17410 21663	BOEING 727243				SKIN	CRACKED BS 417		3/16/98 CALA9800463
INSPECTION FOUND A 2 INCH CRACK IN R-1 DOOR CUTOUT AT FS 417. A DOUBLER REPAIR WAS INSTALLED IAW ECRA 5307-01141.									
5330 DALA	2812W 20868	BOEING 727247				SKIN	CORRODED FS 580		2/6/98 DL72W980325
A 1 X 1 CUTOUT WAS MADE IN THE FUSELAGE SKIN AT FS 580 JUST ABOVE STRINGER 27L. THE SKIN WAS REPAIRED WITH AN EXTERNAL ALUMINUM DOUBLER INSTALLED PER ER/A 363961-14, REV A.									
5330 DALA	831WA 21483	BOEING 727247				SKIN	CRACKED PAX DOORWAY		4/22/98 DL72E980874
FOUND F1 LETTER CHECK, FWD ENTRY DOOR UPPER HINGE CUTOUT CRACKED APPROX .25 IN. REPAIR PER M/M 53-30-03.									

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5330 DALA	283WA 21485	BOEING 727247				SKIN	CRACKED PAX DOORWAY		3/9/98 DL72E980545
EXISTING REPAIR AT L1 DOOR LWR HINGE WAS INSTALLED PER B727 MM 53-30-00. REPAIR PER ERA 304060-14, REV B.									
5330 DALA	294WA 22112	BOEING 727247				SKIN 65C139132	CORRODED BS 1060		3/13/98 DL72W980583
THE SKIN WAS FOUND CORRODED AT STRINGER 28R BETWEEN FS 1050 AND 1070. THE DAMAGE WAS CUTOUT OVER A 3 X 16 AREA. THE SKIN WAS REPAIRED WITH A DOUBLER PER THE GUIDLINES OF B727 SRM 53-30-3 AND DOCUMENTED PER ER/A 364236-14.									
5330 MZZA	75429 21427	BOEING 7272F9				SKIN	CORRODED BS 1166		1/1/98 MZZA98023
KUL - SEVERAL PREVIOUS CORROSION BELNDOUTS ON FUSELAGE SKIN FORWARD OF BS 1166 AND BETWEEN STRINGER 23L AND 25L FOUND BEYOND SRM ALLOWABLE LIMITS. REPAIR CARRIED OUT IAW SRM 53-30-3 FIG 3. (M)									
5330 ULHF	553NA 20707	BOEING 7272J7				SKIN	CORRODED BS 772-848		10/10/97 97ZZZM1111
LEFT AND RIGHT RAM AIR PLENUM CAVITY SKINS CORRODED BEYOND LIMITS AT STATION 772.45 TO 848.95. REPAIRED IAW BOEING DOC DWG MAJR970919 AND B727 SRM 57-30-3 FIG 9 DETAIL 1 AND 53-30-10 FIG 1. (M)									
5343 MZZA	86425 21459	BOEING 727212				FITTING 651467639	CORRODED NLG		1/16/98 MZZA98068
TNN - DURING 'S' CHECK INSPECTION ON AIRCRAFT AT AIR ASIA, PITTING CORROSION WAS FOUND ON NLG RT AND LT TRUNNING SUPPORT FITTING. THE CORRODED TRUNNION SUPPOR T FITTING WAS CLEANED UP AND BEARING HALVES REPLACED PER B727 SRM 53-40-1 FIGURE 2. (M)									
5347 MZZA	69741 22250	BOEING 727224				SEAT TRACK 652363762	CORRODED BS 380-400		11/7/97 MZZA97301
KUL - HNRC: 844677 - FLOOR TRACK BETWEEN GALLEY NR 1 AND GALLEY NR 2 STA 380 - STA 400, FOUND WITH SURFACE AND PITTING CORROSION. CORROSION REMOVED AND FOUND OUT OF LIMIT DEPTH 0.042 INCH AREA 2 INCHES BY 14 INCHES IAW 53-10-1. FABRICATED AND REPLACED SEAT TRACK IAW SRM 53-10-5. (X)									
5347 MZZA	69741 22250	BOEING 727224				SEAT TRACK 658624536	CORRODED BS 1030		11/5/97 MZZA97302
KUL - HNRC: 844328 - SURFACE CORROSION FOUND ALONG FLOOR TRACK AT STA 1030 NEAR R2 DOOR, BOTH INBOARD AND OUTBOARD TRACK. CORROSION REMOVED, FOUND OUT OF LIMIT DEPTH 0.045 INCH AREA 2 INCHES BY 5 INCHES. FABRICATED AND REPLACED SEAT TRACK IAW SRM 53-10-2. (X)									
5347 CALA	15781 20636	BOEING 727232				SEAT TRACK	CORRODED BS 480		3/30/98 CALA9800604
INSPECTION FOUND SEAT TRACK CORRODED AT STA 480, RBL 48. A SEAT TRACK REPAIR WAS FABRICATED AND INSTALLED IAW 53-10-5, 51-10-2, 51-30-2, AND MM 51-20-11.									
5347 CALA	17410 21663	BOEING 727243				FLOOR TRACK	CORRODED BS 380-420		3/16/98 CALA9800468
INSPECTION FOUND FLOOR TRACK CORRODED AT STA 380 TO 420, RBL 25. THE TRACK WAS REMOVED AND A NEW TRACK WAS FABRICATED AND INSTALLED IAW SRM 53-05-01 AND 51-10-01.									
5347 IPXA	207UP 21699	BOEING 727247				SEAT TRACK BAC1520792	CORRODED BS 870-960		3/16/98 UPS98226323
INSPECTION TYPE-C, CORROSION ON SEAT TRACK FLANGE, AS MARKED, IN MAIN DECK BS 870 TO 960 RBL 45 WL 208. CORROSION FOUND TO BE OUT OF LIMITS PER SRM 53-10-1. REPLACED WITH NEWLY FABRICATED ITEM PER SRM 53-10-5, 51-30-2 AND 51-30-0.									

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5347 MZZA	75429 21427	BOEING 7272F9				SEAT TRACK 65196011210	CORROSION BS 1050-1130		12/26/97 MZZA98006
KUL - CORROSION ALONG SEAT TRACK, RBL 24 AND 45, STATION 1050--1130. CORROSION FOUND OUT OF LIMIT. FABRICATE SEAT TRACK IAW B727 SRM 53-10-5. INSTALLED TRACK. (M)									
5347 MZZA	75429 21427	BOEING 7272F9				SEAT TRACK 69658411	CORROSION BS 1110-1140		12/21/97 MZZA98008
KUL - INBOARD SEAT TRACK AT STATION 1110 TO 1140 FOUND BADLY CORRODED. CORROSION FOUND OUT OF LIMIT. FABRICATE SEAT TRACK IAW B727 SRM 53-10-2. INSTALLED TRACK PER SRM 53-10-2. (M)									
5347 MZZA	75429 21427	BOEING 7272F9				SEAT TRACK 652363716	CORROSION BS 380-440		12/24/97 MZZA98010
KUL - BS 380 - BS 440 RBL 45.5 SEAT TRACK FLANGE CORROSION. REMOVED CORROSION IAW SRM 51-10-6. FOUND BEYOND LIMIT IAW SRM 53-10-1. REPLACED SEAT TRACK IAW SRM 53-10-2. (M)									
5347 MZZA	75429 21427	BOEING 7272F9				SEAT TRACK 6560115	CORROSION BS 1110-1140		12/21/97 MZZA98011
KUL - FOUND CORROSION ON SEAT TRACK BETWEEN STATION 1110-1140 LBL 45.5. CORROSION FOUND OUT OF LIMIT. FABRICATE SEAT TRACK IAW B727 SRM 53-10-2. INSTALLED TRACK PER SRM 53-10-2. (M)									
5347 MZZA	75429 21427	BOEING 7272F9				SEAT TRACK 6523637514	CORROSION BS 720		12/24/97 MZZA98013
KUL - BS 720D - BS 720C RBL 45.5 SEAT TRACK CENTER AREA FOUND BROKEN. FABRICATED SEAT TRACK IAW B727 SRM 53-10-5 AND INSTALLED IAW B727 SRM 53-10-5. (M)									
5347 MZZA	75429 21427	BOEING 7272F9				SEAT TRACK 69658411	CORROSION BS 950/990		12/23/97 MZZA98003
SEAT TRACK BETWEEN STATION 950F TO 990 LBL 24.75 HAS NUMEROUS SURFACE CORROSION AT UPPER FLANGE. FOUND CORROSION OUT OF LIMIT. FABRICATE SEAT TRACK AS PER SRM 53-10-05. INSTALLED AS PER SRM 53-10-5. (M)									
5347 MZZA	75429 21427	BOEING 7272F9				SEAT TRACK 69658411	CORROSION BS 1050		12/23/97 MZZA98002
KUL - FOUND CORROSION AT SEAT TRACK STATION 1050 LBL 24.75. CORROSION FOUND OUT OF LIMITS. FABRICATE SEAT TRACK IAW SRM 53-10-5. INSTALLED IAW SRM 53-10-5. (M)									
5347 MZZA	75429 21427	BOEING 7272F9				SEAT TRACK 652363760	CORROSION BS 244-480		12/26/97 MZZA98016
KUL - CORROSION ALONG SEAT TRACK FROM STATION 344-480, RBL 24. REMOVED CORROSION IAW SRM 51-10-6. FOUND BEYOND LIMIT IAW SRM 53-10-1. CARRY OUT REPAIR IAW SRM 53-10-5. (M)									
5347 MZZA	75429 21427	BOEING 7272F9				SEAT TRACK 69658411	CORROSION BS 1070-1110		12/23/97 MZZA98001
KUL - SURFACE CORROSION AT SEAT TRACK LBL 24.75, STATION 1070-1110. CORROSION FOUND OUT OF LIMIT. FABRICATE SEAT TRACK IAW SRM 53-10-2. INSTALLED IAW SRM 53-10-02. (M)									
5347 ULHF	553NA 20707	BOEING 7272J7				SEAT TRACK	CORRODED BS 344-480		10/10/97 97ZZM1109
SEAT TRACK NR 1 FROM STATION 344-480 CORRODED BEYOND LIMITS. REMOVED AND REPLACED SEAT TRACK IAW BOEING SRM 51-10-0, 51-10-2, 51-20-0 AND 51-30-2. (M)									
5347 ULHF	553NA 20707	BOEING 7272J7				SEAT TRACK	CORRODED BS 344-500		10/10/97 97ZZM1110
SEAT TRACK NR 4 FROM STATION 344-500 CORRODED BEYOND LIMITS. REMOVED AND REPLACED SEAT TRACK IAW BOEING SRM 51-10-0, 51-10-2, 51-20-0 AND 51-30-2. (M)									

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5347 ULHF	553NA 20707	BOEING 7272J7				SEAT TRACK	CORRODED BS 344-480		10/10/97 97ZZZM1112
SEAT TRACK NR 3 FROM STATION 344-480 CORRODED BEYOND LIMITS. REMOVED AND REPLACED SEAT TRACK IAW BOEING SRM 51-10-0, 51-10-2, 51-10-6, 51-20-0 AND 51-30-2. (M)									
5347 ULHF	553NA 20707	BOEING 7272J7				SEAT TRACK	CORRODED BS 344-380		10/10/97 97ZZZM1114
SEAT TRACK NR 5 CORRODED FROM STATION 344-380 BEYOND LIMITS. REMOVED AND REPLACED SEAT TRACK IAW BOEING SRM 51-10-0, 51-10-2, 51-20-0 AND 51-30-2. (M)									
5347 ULHF	553NA 20707	BOEING 7272J7				SEAT TRACK	CORRODED BS 1010-1130		10/10/97 97ZZZM1116
SEAT TRACK CORRODED BEYOND LIMITS STATION 1010-1130 NR 4. REMOVED AND REPLACED SEAT TRACK IAW BOEING SRM 51-10-0, 51-10-2, 51-20-0, 51-30-2. (M)									
5347 ULHF	553NA 20707	BOEING 7272J7				SEAT TRACK	CORRODED BS 500-600		10/10/97 97ZZZM1117
SEAT TRACK NR 4 STATION 500-600 CORRODED BEYOND LIMITS. REMOVED AND REPLACED SEAT TRACK IAW BOEING SRM 51-10-0, 51-10-2, 51-20-0 AND 51-30-2. (M)									
5347 IPXA	904UP 18946	BOEING 72751C				SEAT TRACK BAC15201430	CORRODED BS 1010-1110		2/3/98 UPS98225789
INSPECTION TYPE-SI, CORROSION (44-53-12) IN SEAT TRACK WELL AND AROUND NUT PLATES BS 1010 TO 1110, RBL 62, WL 208. CORROSION FOUND OUT OF LIMITS PER SRM 51-30-2, REPLACED SEAT TRACK WITH NEW ITEM PER SRM 51-30-2, SRM 51-10-2 AND SRM 51-20-151.									
5414 DALA	493DA 21062	BOEING 727232				SKIN	CRACKED NR 2 ENG INLET		11/3/97 DL72S972239
A .75 INCH CRACK IN OUTER SKIN OF DOGHOUSE FAIRING LT SIDE BELOW PANEL 9523. REPAIRED PER M/M 54-30-0.									
5520 EISA	366PA 22538	BOEING 727221				STIFFENER	CRACKED RT ELEVATOR		5/15/97 EISA97130
DURING ROUTINE C-CHECK, X-RAY INSPECTION REVEALED MISSING MATERIAL AND 6.5 INCH CRACK AS SHOWN IN SHOT NR 1 ON RT ELEVATOR. REMOVED DAMAGED STIFFENER AND REPLACED WITH NEW STIFFENER PER SRM 51-10-1. (M)									
5520 EISA	366PA 22538	BOEING 727221				ELEVATOR	CRACKED RIGHT		5/15/97 EISA97131
DURING ROUTINE C-CHECK, X-RAY INSPECTION REVEALED A 2 INCH CRACK IN RIGHT ELEVATOR. REMOVED ELEVATOR AND REPLACED WITH A SERVICEABLE UNIT PER MM 27-30-01. (M)									
5520 EISA	6819 19494	BOEING 727223				ANGLE	CRACKED LT ELEVATOR		2/18/98 EISA98042
DURING D-CHECK INSPECTION, X-RAY OF LEFT ELEVATOR REVEALED ANGLE MATERIAL MISSING AND 1.5 INCH CRACK AS SHOWN IN SHOTS NR 1 AND NR 2. PULLED BACK SKIN TO ACCESS AREA, REMOVED ANGLE, FABRICATED AND INSTALLED NEW ANGLE PER SRM 55-20-3 AND 55-20-4 BALANCE CHECKED PER SRM 51-80- P-1 PARA 3. (M)									
5522 EISA	366PA 22538	BOEING 727221				SKIN	CRACKED RT ELEVATOR		5/29/97 EISA97134
DURING ROUTINE C-CHECK, FOUND SKIN CRACKED AT TOP, FORWARD, OUTBOARD CORNER OF RIGHT ELEVATOR. REMOVED AND SENT TO OUTSIDE REPAIR FACILITY FOR REPAIR, UNIT REINSTALLED WITH FORM 8130-3. (M)									
5522 EISA	742RW 21952	BOEING 7272M7				ELEVATOR	CRACKED LT ELEVATOR		5/2/97 EISA97093
DURNG C-CHECK, FUOND X-RAY INSPECTION OF LEFT ELEVATOR REVEALS A 3 INCH CRACK AT INBOARD END OF ELEVATOR AS SHOWN IN SHOT NR 1. FABRICATED AND INSTALLED REPAIR PER SRM 51-10-1 AND 51-30-02. (M)									

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5522 EISA	742RW 21952	BOEING 7272M7				SKIN	LIGHTNING STRIKE LT ELEVATOR		5/3/97 EISA97088
DURING C-CHECK, FOUND LIGHTNING STRIKE OUTBOARD LEFT ELEVATOR UPPER TRAILING EDGE. INSTALLED REPAIR PER SRM 55-20-1. (M)									
5523 EISA	366PA 22538	BOEING 727221				TAB	DELAMINATED RT ELEVATOR		5/29/97 EISA97132
DURING ROUTINE C-CHECK, FOUND RIGHT ELEVATOR TAB DELAMINATED IN TWO AREAS. REPAIRED TAB PER SRM 51-40-8, REPAIRED AND BALANCE CHECK. (M)									
5523 EISA	366PA 22538	BOEING 727221				TAB	DELAMINATED LT ELEVATOR		5/29/97 EISA97133
DURING ROUTINE C-CHECK, FOUND LEFT ELEVATOR TAB DELAMINATED IN TWO AREAS. REPAIRED TAB PER SRM 51-40-8, REPAINTED AND BALANCE CHECKED. (M)									
5523 MZZA	79745 22448	BOEING 727224				TAB SKIN	DELAMINATION LT ELEV TAB		12/30/97 MZZA98041
TNN - DURING 'S' CHECK INSPECTION ON AIRCRAFT AT AIR ASIA, 5 INCH LONG DELAMINATION WAS FOUND ON LEFT ELEVATOR TAB TRAILING EDGE SKIN EDGE. THE DELAMINATION SKIN EDGE WAS REPAIRED PER B727 SRM 51-40-6 FIGURE 26. REF, HANGAR NON ROUTINE REPAIR ITEM CARD NR 840902 (SEQ NR 03005). (M)									
5523 MZZA	79745 22448	BOEING 727224				SKIN	DELAMINATION RT ELEV TAB		12/30/97 MZZA98040
TNN - DURING 'S' CHECK INSPECTION ON AIRCRAFT AT AIR ASIA, 3 INCH LONG DELAMINATION WAS FOUND ON RT ELEVATOR TAB TRAILING EDGE SKIN EDGE. THE DELAMINATION SKIN EDGE WAS REPAIRED PER B727 SRM 51-40-6 FIGURE 26. REF, HANGAR NON ROUTINE REPAIR ITEM CARD NR 840889 (SEQ NR 03001). (M)									
5530 EISA	366PA 22538	BOEING 727221				WEB	CRACKED VERT STAB		5/15/97 EISA97135
DURING ROUTINE C-CHECK, FOUND TORN WEB AT UPPER END OF VERTICAL STABILIZER LEADING EDGE. STOP DRILLED CRACK, FABRICATED AND INSTALLED REPAIR PER SRM 51-30-02. (M)									
5530 AALA	864AA 21369	BOEING 727223				STRINGER	CRACKED VERTICAL STAB		1/16/98 AALA980155
TUL - STRINGER CRACKED AT BOLT HOLE INSIDE VERTICAL STABILIZER, BAY NR 10, RT SIDE, 4TH STRINGER FROM BOTTOM. INSTALLED DOUBLER ON CRACKED AREA OF STRINGER PER SRM 55-30-4 FIG 1 AND ESO 11697 DATED 1-14-98. TST: 56,192 HOURS. CYCLES: 34,665. (X)									
5530 CALA	10791 20645	BOEING 727232				SUPPORT	CRACKED VERT STAB		4/24/98 CALA9800701
INSPECTION FOUND A 2.5 CRACK IN VERTICAL STABILIZER STRINGER 4L SUPPORT WEB. THE SUPPORT WEB WAS REMOVED IAW SRM 51-30-2. A NEW SUPPORT WEB WAS FABRICATED AND INSTALLED IAW SRM 51-10-1.									
5530 CALA	10791 20645	BOEING 727232				SUPPORT	CRACKED VERT STAB		4/24/98 CALA9800700
INSPECTION FOUND A 1 CRACK IN VERTICAL STABILIZER SUPPORT WEB AT STRINGER 3L AND STRINGER 3R. THE LT AND RT SUPPORT WEB WAS REMOVED. A NEW SUPPORT WEB WAS FABRICATED AND INSTALLED IAW SRM 51-10-1.									
5543 EISA	6819 19494	BOEING 727223				TAB	MOISTURE RUDDER		2/16/98 EISA98041
DURING D-CHECK, X-RAY INSPECTION OF RUDDER MOISTURE IN HONEYCOMB AS SHOWN IN SHOTS NR 5C, 9C AND 9D. CUT OUT PORTION OF RUDDER TAB TO REMOVE WATER. REMOVED WATER FROM HONEYCOMB PER SRM 51-40-09 USING VAC BAG METHOD. POTTED HONEY CORE PER SRM 51-40-06. FABRICATED NEW SKIN REPLACEMENT PARTS PER SRM 51-10-1 AND INSTALLED WITH FIBERGLASS OVER LAY PER SRM, 51-40-08 AND 51-40-09. (M)									

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5610 GAIA	6831 20184	BOEING 727223				WINDSHIELD A1098206C	CRACKED RT COCKPIT		2/16/98 GAIA9820
FLT 718 - EN ROUTE TO BSM. CREW REPORTED R-1 WINDOW CRACKED. CREW DECLARED EMERGENCY AND DIVERTED TO DFW. AN UNEVENTFUL LANDING WAS MADE. DFW, REMOVED AND REPLACED R-1 WINDOW. REF B-727 MM 56-11-11. (M)									
5610 CALA	17410 21663	BOEING 727243				WINDOW	DELAMINATED R-1 POSITION		3/16/98 CALA9800466
INSPECTION FOUND A BURNED SPOT AND A DELAMINATION BUBBLE IN R-1 WINDOW UPPER EDGE. THE R-1 WINDOW WAS REMOVED AND REPLACED IAW MM 56-11-11.									
5711 DALA	8882Z 21579	BOEING 727225				SPAR	CRACKED WING		12/23/97 DL72S980324
AFT SPAR LWR RAIL GOUGED 57 FROM I/B END N/R 004267. AFT SPAR LWR RAIL, CRACKED FROM I/B END. N/R 004268, BOTH AREAS REPAIRED PER M/M 57-52-0 FIG 802. AFT SPAR BOTTOM FLANGE, 15 TR O/B END 5 ELONGATED HOLES N/R 004292, AFT SPAR LWR RAIL CRACKED 19 FROM I/B N/R 004274 AFT SPAR LWR RAIL HOLE ELONGATED 39 FROM I/B END N/R004271AFT SPAR BOTTOM FLANGE 5 HOLES ELONGATED 15 FROM O/B END N/R 004292, ALL DAMAGED REPAIRED PER M/ 57-52-0 FIG 802.									
5711 DALA	525DA 21585	BOEING 727232				SPAR WEB 65192923	CRACKED WING CTR SECT		11/29/97 DL72S972505
THE CENTER WING REAR SPAR WEB WAS FOUND WITH A 3 INCH LONG CRACK IN THE CHEM-MILL TRANSITION JUST BELOW THE UPPER SPAR CAP. THE CRACK WAS ROUTED OUT AND A REPAIR DOUBLER INSTALLED PER ER/A 363296-14, REV A.									
5711 DALA	525DA 21585	BOEING 727232				SPAR WEB 65192923	CRACKED WING CTR SECT		11/29/97 DL72S972506
THE CENTER WING REAR SPAR WEB WAS FOUND WITH A 3.75 INCH LONG CRACK IN THE CHEM-MILL TRANSITION AREA OF THE WEB JUST BELOW THE REAR SPAR CAP AT RBL 17. THE CRACK WAS CUTOUT AND A REPAIR DOUBLER INSTALLED PER ER/A 363301-14, REV A.									
5712 EISA	6819 19494	BOEING 727223				RIB	CRACKED WS 171		2/18/98 EISA98047
DURING D-CHECK INSPECTION, FOUND LEFT WING RIB CRACKED AT TOP OF RIB, WS 171 AS MARKED. REMOVED STIFFENER, FABRICATED ANGLES OF 7075-0 AND HEAT TREATED TO 7075-T6 PER BAC DRAWING 53-98012-5. INSTALLED ANGLES PER DWG 53-98012-5 INSTALLED STIFFENER PER SRM 51-30-2. (M)									
5712 EISA	6819 19494	BOEING 727223				RIB	CRACKED WS 171		2/18/98 EISA98049
DURING D-CHECK INSPECTION, FOUND 3 CRACKS IN WING RIB AT RT WING STATION 171, TOP SIDE OF RIB. REMOVED STIFFENER, FABRICATED ANGLES OF 7075-0 AND HEAT TREATED TO 7075-T6. INSTALLED ANGLES PER BAC DWG 53-98012-5. INSTALLED STIFFENER PER SRM 51-30-02. (M)									
5712 IPXA	904UP 18946	BOEING 72751C				RIB	CRACKED WS 629		2/16/98 UPS98225781
INSPECTION TYPE-SI, RWS 629 RIB IS CRACKED IN RADIUS AT S-11 LOWER ATTACH BOLT HOLE. REPAIRED 629 RIB (RWS) IAW UPS EO B727-5710-1325H.									
5713 IPXA	921UP 19874	BOEING 727180C				STRINGER	CRACKED WS 656.5		10/27/97 UPS97225327
INSPECTION TYPE-D, NR 9 STR CRACKED LT WS 656.50. REPAIRED IAW B727-5710-0314 APP8.3.									
5713 DALA	400DA 21144	BOEING 727232				STRINGER	CRACKED OUTER WING		11/3/97 DL72S972251
HFEC INSP OUTER WING UPPER STRINGER TO RIB CRACK INCL W 5.629.0 LT SIDE 2ND STRINGER AFT OF AFT VENT BOX. STOP DRILLED CRACK AND BEGAN TO DRILL UP ALL ANGLES PER M/M 57-13-0 FIG 802. COMPLETED DRILLING UP REPAIR ANGLES PER M/M 57-13-0 FIG 802. TRIMMED, TREATED, PAINTED REPAIR PARTS PS 900-OK TO INSTALL. INSTALLED REPAIR PARTS PER M/M 57-13-0 FIG 802.									

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5713 IPXA	904UP 18946	BOEING 72751C				STRINGER	CRACKED WS 629		2/16/98 UPS98225780
INSPECTION TYPE-SI, WHILE WORKING NRC 465706 WINGS 329, FOUND STRINGER 14 TAB TO BE CRACKED AT R/W STA 629.0. REPAIRED STR 14 AT RWS 629.0 IAW UPS EO B727-5710-0314F.									
5714 DALA	283WA 21485	BOEING 727247				WEB 64083358	CRACKED CTR WING		3/16/98 DL72E980585
THE CENTER WING FUEL TANK SPANWISE BEAM NR 1 WEB WAS FOUND CRACKED AT APPROX LBL 3, JUST BELOW THE CHEM-MILL RADIUS. THE RESULTING CUTOUT IS 2.9 (INB'D-OUTB'D) BY 0.5. REPAIRED PER ERA 331472-14.									
5720 EISA	366PA 22538	BOEING 727221				STIFFENER	CRACKED WS 92.8		5/16/97 EISA97128
DURING ROUTINE C-CHECK, FOUND 3RD STIFFENER AFT OF LEFT WING LEADING EDGE AT WS 92.8 CRACKED AT UPPER END. STOP DRILLED CRACK FABRICATED AND INSTALLED DOUBLER PER SRM 51-40-3. (M)									
5720 EISA	366PA 22538	BOEING 727221				STIFFENER	CRACKED WS 92.8		5/15/97 EISA97129
DURING ROUTINE C-CHECK, FOUND 3RD STIFFENER AFT OF RIGHT WING LEADING EDGE AT WS 92.8 CRACKED AT UPPER END. STOP DRILLED CRACK, FABRICATED AND INSTALLED DOUBLER PER SRM 51-40-3. (M)									
5720 EISA	366PA 22538	BOEING 727221				STIFFENER	CRACKED WS 92.8		5/15/97 EISA97121
DURING ROUTINE C-CHECK, FOUND 4TH STIFFENER AFT OF LEADING EDGE OF LEFT WINGS AT WS 92.8, CRACKED AT LOWER END. STOP DRILLED CRACK, FABRICATED AND INSTALLED DOUBLER REPAIR PER SRM 51-40-3. (M)									
5720 MZZA	69741 22250	BOEING 727224				BEAM BAC1514143712S1	CRACKED WING		11/14/97 MZZA97304
KUL - NRC: 813821 - SPOILER SUPPORT BEAM, LOWER CHORD, FOUND CRACKED. FABRICATED DOUBLER IAW SRM 51-40-4, FIG 1, ALODINED AND PRIMED PER SRM 51-10-2. CARRIED OUT REPAIR IAW SRM 51-40-4. INSTALLED FASTENERS IAW SRM 51-30-2, AND PL, REF DRAWING NR 65-24966. (X)									
5720 DALA	527DA 21587	BOEING 727232				SUPPORT BEAM	CHAFFED LT MLG		2/13/98 DL72S980381
FOUND DURING F-1 LETTER CHECK, MLG SIDE BRACE NUT CHAFING MLG SUPPORT BEAM. REPAIRED PER M/M 57-43-0.									
5720 B4MR	521DB 21266	BOEING 727243				STIFFENER	CORRODED LT WING		2/1/98 B4MR98002
DURING ROUTINE CPCP INSPECTION, FOUND LT WING REAR SPAR STIFFENER IS CORRODED (TOP AND BOTTOM) AT WBL 108 (INBD SIDE OF LANDING GEAR TRUNNION). REMOVED CORROSION IAW B727 SRM 51-10-6. FOUND TO BE OUT OF LIMITS IAW B727 SRM 57-10-1. INSTALLED REPAIR IAW B727 SRM 51-30-2. CORROSION TASK CARD NUMBER C57-581-03. NON-ROUTINE TASK CARD NUMBER 14373.									
5720 CALA	17410 21663	BOEING 727243				STIFFENER	CRACKED LT WING		3/17/98 CALA9800469
INSPECTION FOUND A .1562 INCH CRACK THROUGH FASTENER HOLE AT BOTTOM OF STIFFENER AT INBOARD SIDE OF LT WING LEADING EDGE RIB, WBL 92.0, ACCESS CUTOUT 6303. A REPAIR WAS INSTALLED IAW SRM 51-14-1.									
5720 CALA	17410 21663	BOEING 727243				BEAM	CRACKED WING		3/16/98 CALA9800465
INSPECTION FOUND A .5 INCH CRACK IN J-BEAM ABOVE AND INBOARD OF NR 7 SPOILER ACTUATOR. THE J-BEAM WAS REPAIRED IAW ECRA 5750-02193 AND EA 26865-5075.									

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5720 DALA	283WA 21485	BOEING 727247				FALSE SPAR	CRACKED WING		2/20/98 DL72E980571
JUST O/B OF NR 5 FLAP TRACK MOUNT, LOWER CAP OF FALSE SPAR IS CRACKED. REPAIRED PER MM 57-55-0 FIG 805.									
5730 MZZA	75429 21427	BOEING 7272F9				PLATE 65216416	CORRODED WING		12/21/97 MZZA98007
KUL - RIGHT WING FORWARD SPAR LOWER CHORD PLATE EXFOLIATED ON TOP SURFACE UNDER ANCHOR NUT AT FSS 756. CORROSION REMOVED AND FOUND BEYOND LIMIT IAW 57-10-1, AREA 2.5 INCHES BY 1.25 INCH BY .058 INCH DEEP. HOWEVER, ECRA 5710-01866 ALLOWS BLENDOUT TO BE STRUCTUALLY SATISFACTORY, AREA FLAP PEENED AND REPROTECTED. (M)									
5730 EISA	742RW 21952	BOEING 7272M7				SKIN	GOUGED WS 510		5/2/97 EISA97094
DURING C-CHECK, FOUNDN LEFT UPPER WING LEADING EDGE, WS 510 HAS DEEP GOUGES AND ELONGATED HOLES AFT OF NR 3 SLAT. FABRICATED AND INSTALLED REPAIR PER SRM 51-30-4. (M)									
5741 DALA	296WA 22533	BOEING 727247				FITTING	CORRODED RT WING		2/4/98 DL72W980346
CORROSION RT AFT WING TERMINAL FITTING AFT BUSHING BORE. BORED FITTING BORE TO 4.500 PER SRM 53-40-01 TO REMOVE CORROSION. TURNED BUSHING TO PROPER FIT. TREATED BUSHING. OK TO TREAT FITTING BORE. TREATED BORE, OK TO INST SLEEVE. INSTALLED SLEEVE PER SRM 53-40-0. BUSHING AND TERMINAL PIN INSTALLED ON NR 1119.									
5744 IPXA	941UP 19196	BOEING 72722C				FITTING	CORRODED WS 224.5		2/16/98 UPS98225766
INSPECTION TYPE-C, EXCESSIVE CORROSION ON NR 4 FLAP TRACK, WING ATTACH FITTING. BUSHING MANUFACTURED AND THEN INSTALLED PER OHM 57-40-01. FITTING THEN REINSTALLED PER OHM 20-50-01.									
5744 IPXA	941UP 19196	BOEING 72722C				FITTING	CORRODED WS 224.5		2/16/98 UPS98225767
INSPECTION TYPE-C, EXCESSIVE CORROSION ON NR 5 FLAP TRACK ON WING ATTACH FITTING. BUSHING MANUFACTURED AND THEN INSTALLED PER OHM 57-40-01. FITTING THEN REINSTALLED PER OHM 20-50-01.									
5751 IPXA	926UP 19233	BOEING 72731C				CASTING	CRACKED RT AILERON		3/9/98 UPS98226075
INSPECTION TYPE-C, CRACK ON RIGHT HAND AILERON LOCKOUT CASTING. CASTING REPLACED IAW DRAWING 65-21779 AND SRS ENGINEERING ORDER 98-0 6-005.									
5752 EISA	6819 19494	BOEING 727223				HINGE	BROKEN RT AILERON		2/18/98 EISA98054
DURING D-CHECK INSPECTION, REMOVED RIGHT OUTBOARD OUTBOARD AILERON TAB TO FOM AND FOUND NR 3 HINGE BROKEN. REMOVED AND REPLACED NR 3 HINGE. REINSTALLED AILERON TAB PER MM 27-10-0. (M)									
5753 MZZA	86425 21459	BOEING 727212				SKIN	DELAMINATED LT TE MIDFLAP		1/14/98 MZZA98053
TNN - DURING 'S' CHECK INSPECTION ON AIRCRAFT AT AIR ASIA, DELAMINATION WAS FOUND ON LEFT WING INBOARD T/E MIDFLAP T/E SKIN LOWER SURFACE AT WBL 181. THE DAMAGED SKIN 5.5 INCH BY 4.5 INCH IN SIZE WAS TRIMMED OUT AND REPAIRED PER B727 SRM 51-40-6. (M)									
5753 MZZA	86425 21459	BOEING 727212				SKIN	CORRODED LT TE AFTFLAP		1/15/98 MZZA98061
TNN - DURING 'S' CHECK INSPECTION ON AIRCRAFT AT AIR ASIA, CORROSION AND DENT WAS FOUND ON LEFT WING T/E INBOARD AFTFLAP UPPER SKIN AT WBL 90 AND WBL 94 RESPECTIVELY. THE DAMAGED SKIN 1.5 INCH DIAMETER AND 2.5 INCHES DIAMETER WERE TRIMMED OUT AND REPAIRED PER B727 RM 51-40-6. (M)									

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5753 MZZA	86425 21459	BOEING 727212				SKIN	DELAMINATED LT TE FOREFLAP		1/14/98 MZZA98056
TNN - DURING 'S' CHECK INSPECTION ON AIRCRAFT AT AIR ASIA, DELAMINATION WAS FOUND ON LEFT WING T/E INBOARD FORE FLAP UPPER SKIN AT WBL 88 JUST ABOVE FLAP FRONT SPAR CAP. THE DAMAGED SKIN 2.5 INCH BY 1.5 INCH IN SIZE WAS TRIMMED OUT AND REPAIRED PER B727 SRM 51-40-6. (M)									
5753 MZZA	86425 21459	BOEING 727212				SKIN	DELAMINATED LT TE MIDFLAP		1/14/98 MZZA98054
TNN - DURING 'S' CHECK INSPECTION ON AIRCRAFT AT AIR ASIA, DELAMINATION WAS FOUND ON LEFT WING INBOARD T/E MIDFLAP T/E LOWER SKIN AT WBL 133. THE DAMAGED SKIN 5 INCH BY 4.5 INCH IN SIZE WAS TRIMMED OUT AND REPAIRED PER B727 SRM 51-40-6. (M)									
5753 MZZA	86425 21459	BOEING 727212				SKIN	DELAMINATED LT TE FOREFLAP		1/14/98 MZZA98058
TNN - DURING 'S' CHECK INSPECTION ON AIRCRAFT AT AIR ASIA, DELAMINATION WAS FOUND ON LEFT WING T/E INBOARD FORE FLAP T/E LOWER SKIN AT WBL 117. THE DAMAGED SKIN 10 INCH BY 4 INCH IN SIZE WAS TRIMMED OUT AND REPAIRED PER B727 SRM 51-40-6. (M)									
5753 MZZA	86425 21459	BOEING 727212				SKIN	DELAMINATED LT TE FOREFLAP		1/14/98 MZZA98059
TNN - DURING 'S' CHECK INSPECTION ON AIRCRAFT AT AIR ASIA, DELAMINATION WAS FOUND ON LEFT WING T/E INBOARD FORE FLAP LOWER SKIN BETWEEN WBL 93 AND WBL 103. THE DAMAGED SKIN 10 INCH BY 8 INCH IN SIZE WAS TRIMMED OUT AND REPAIRED PER B727 SRM 51-40-6. (M)									
5753 MZZA	86425 21459	BOEING 727212				SKIN	DELAMINATED LT TE FOREFLAP		1/14/98 MZZA98057
TNN - DURING 'S' CHECK INSPECTION ON AIRCRAFT AT AIR ASIA, DELAMINATION WAS FOUND ON LEFT WING T/E INBOARD FORE FLAP T/E LOWER SKIN AT WBL 187. THE DAMAGED SKIN 9.5 INCHES BY 4 INCHES IN SIZE WAS TRIMMED OUT AND REPAIRED PER B727 SRM 51-40-6. (M)									
5753 MZZA	86425 21459	BOEING 727212				SKIN	DENT LT TE AFT FLAP		1/15/98 MZZA98065
TNN - DURING 'S' CHECK INSPECTION ON AIRCRAFT AT AIR ASIA, DENT WAS FOUND ON RT WING T/E INBOARD AFT FLAP UPPER SKIN AT WBL 123. THE DAMAGED SKIN 2 INCH DIAMETER WAS TRIMMED OUT AND REPAIRED PER B727 SRM 51-40-6. (M)									
5753 EISA	366PA 22538	BOEING 727221				CARRIAGE	CORRODED RT TE FLAP		5/29/97 EISA97136
DURING ROUTINE C-CHECK, FOUND RT OUTBOARD FLAP, INBOARD TRACK CARRIAGE, AFT SPINDLE CORRODED BEYOND REPAIRABLE LIMITS. REMOVED CARRIAGE AND REPLACED WITH SERVICEABLE UNIT PER MM 27-51-13. (M)									
5753 EISA	366PA 22538	BOEING 727221				CARRIAGE	CORRODED INBD TRACK		5/29/97 EISA97120
DURING C-CHECK, FOUND LEFT OUTBOARD FLAP, INBOARD CARRIAGE AFT SPINDLE CORRODED BEYOND REPAIRABLE LIMITS. REMOVED CARRIAGE AND REPLACED WITH SERVICEABLE UNIT PER MM 27-51-3. (M)									
5753 MZZA	79745 22448	BOEING 727224				SKIN	DISBONDED RT TE FLAP		1/2/98 MZZA98050
TNN - DURING 'S' CHECK INSPECTION ON AIRCRAFT AT AIR ASIA, DISBONDED WAS FOUND ON RT WING T/E OUTBOARD AFT FLAP UPPER SURFACE EXISTING REPAIR DOUBLER AT WBL 468. THE DAMAGED EXISTING REPAIR DOUBLER WAS REMOVED AND REPAIRED PER B727 SRM 51-40-6. REF, HANGAR NON ROUTINE REPAIR ITEM CARD NR 841153 (SEQ NR 06053). (M)									
5753 MZZA	79745 22448	BOEING 727224				SKIN	SEPARATED RT TE FLAP		1/2/98 MZZA98052
TNN - DURING 'S' CHECK INSPECTION ON AIRCRAFT AT AIR ASIA, SEPARATION WAS FOUND ON RT WING T/E OUTBOARD AFT FLAP UPPER SKIN AFT EDGE AT WBL 388. THE DAMAGED SKIN 8 INCH BY .5 INCH IN SIZE WAS REPAIRED PER B727 SRM 51-40-6 FIGURE 26. REF HANGAR NON ROUTINE REPAIR ITEM CARD NR 841155 (SEQ NR 06055). (M)									

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5753 MZZA	79745 22448	BOEING 727224				SKIN	SEPARATED RT TE FLAP	1/2/98	MZZA98051
TNN - DURING 'S' CHECK INSPECTION ON AIRCRAFT AT AIR ASIA, SEPARATION WAS FOUND ON RT WING T/E OUTBOARD AFT FLAP UPPER SKIN AFT EDGE AT WBL 342. THE DAMAGED SKIN 7 INCH BY .5 INCH IN SIZE WAS REPAIRED PER B727 SRM 51-40-6 FIGURE 26. REF, HANGAR NON ROUTINE REPAIR ITEM CARD NR 841154 (SEQ NR 06054). (M)									
5753 MZZA	79745 22448	BOEING 727224				SKIN	DELAMINATED LT TE FLAP	1/5/98	MZZA98042
TNN - DURING 'S' CHECK INSPECTION ON AIRCRAFT AT AIR ASIA, DELAMINATION WAS FOUND ON LEFT WING INBOARD T/E AFT FLAP UPPER SURFACE BETWEEN WBL 86 AND WBL 96. THE DAMAGED SKIN 10 INCH BY 2 INCH IN SIZE WAS TRIMMED AND REPAIRED PER B727 SRM 51-40-6. REF, HANGAR NON ROUTINE REPAIR ITEM CARD NR 806447 (SEQ NR 05025). (M)									
5753 MZZA	79745 22448	BOEING 727224				SKIN	SEPARATED RT TE FLAP	1/12/98	MZZA98048
TNN - DURING 'S' CHECK INSPECTION ON AIRCRAFT AT AIR ASIA, SEPARATION WAS FOUND ON RT WING INBOARD T/E AFT FLAP UPPER SKIN AT WBL 208. THE DAMAGED SKIN 3 INCH BY .5 INCH IN SIZE WAS REPAIRED PER B727 SRM 51-40-6 FIGURE 26. REF, HANGAR NON ROUTINE REPAIR ITEM CARD NR 841149 (SEQ NR 06049). (M)									
5753 MZZA	79745 22448	BOEING 727224				SKIN	DELAMINATED RT TE FLAP	1/12/98	MZZA98047
TNN - DURING 'S' CHECK INSPECTION ON AIRCRAFT AT AIR ASIA, DELAMINATION WAS FOUND ON RT WING T/E INBOARD AFT FLAP T/E UPPER SKIN AT WBL 182. THE DAMAGED SKIN 11.5 INCH BY 4 INCH IN SIZE WAS TRIMMED OUT AND REPAIRED PER B727 SRM 51-40-6. REF, HANGAR NON ROUTINE REPAIR ITEM CARD NR 841148 (SEQ NR 06048). (M)									
5753 MZZA	79745 22448	BOEING 727224				SKIN	DELAMINATED RT TE FLAP	1/2/98	MZZA98046
TNN - DURING 'S' CHECK INSPECTION ON AIRCRAFT AT AIR ASIA, DELAMINATION WAS FOUND ON RT WING T/E INBOARD AFT FLAP AT WBL 234. THE DAMAGED SKIN 4 INCHES BY 1 INCH IN SIZE WAS TRIMMED OUT AND REPAIRED PER B727 SRM 51-40-6. REF, HANGAR NON ROUTINE REPAIR ITEM CARD NR 841147 (SEQ NR 06047). (M)									
5753 MZZA	79745 22448	BOEING 727224				SKIN	DISBONDED RT TE FLAP	1/2/98	MZZA98045
TNN - DURING 'S' CHECK INSPECTION ON AIRCRAFT AT AIR ASIA, DISBONDED WAS FOUND ON RT WING INBOARD AFT FLAP OUTBOARD AFT CORNER. THE DAMAGED SKIN 5 INCH BY 5.5 INCH WAS TRIMMED OUT AND REPAIRED PER B727 SRM 51-40-6. REF, HANGAR NON ROUTINE REPAIR ITEM CARD NR 841164 (SEQ NR 06046). (M)									
5753 MZZA	79745 22448	BOEING 727224				SKIN	DELAMINATED LT TE FLAP	1/5/98	MZZA98043
TNN - DURING 'S' CHECK INSPECTION ON AIRCRAFT AT AIR ASIR, DELAMINATION WERE FOUND ON LEFT WING OUTBOARD AFT FLAP UPPER SURFACE AT THE FOLLOWING LOCATION, WBL 301, WBL 359, WBL 363 AND WBL 492. THE DAMAGED SKIN WERE TRIMMED AND REPAIRED PER B727 SRM 51-40-6. REF, HANGAR NON ROUTINE REPAIR ITEM CARD NR 806448 (SEQ NR 05026). (M)									
5753 MZZA	79745 22448	BOEING 727224				SKIN	DELAMINATED LT TE FLAP	1/5/98	MZZA98044
TNN - DURING 'S' CHECK INSPECTION ON AIRCRAFT AT AIR ASIA, DELAMINATION WS FOUND ON LEFT WING OUTBOARD T/E AFT FLAP LOWER SURFACE AT WBL 450. THE DAMAGED SKIN 6 INCH BY 4 INCH IN SIZE WAS TRIMMED OUT AND REPAIRED PER B727 SRM 51-40-6. REF, HANGAR NON ROUTINE REPAIR ITEM CARD NR 806449 (SEQ NR 05027). (M)									
5753 MZZA	79745 22448	BOEING 727224				SKIN	SEPARATED RT TE FLAP	1/2/98	MZZA98049
TNN - DURING 'S' CHECK INSPECTION ON AIRCRAFT AT AIR ASIA, SEPARATION WAS FOUND ON RT WING T/E INBOARD AFT FLAP UPPER SKIN AT WBL 127. THE DAMAGED SKIN 7 INCH BY .5 INCH IN SIZE WAS REPAIRED PER B727 SRM 51-40-6 FIGURE 26. REF, HANGAR NON ROUTINE REPAIR ITEM CARD NR 841150 (SEQ NR 06050). (M)									
5753 MZZA	86426 21364	BOEING 727227				SKIN	DELAMINATED LT TE FOREFLAP	1/14/98	MZZA98055
TNN - DURING 'S' CHECK INSPECTION ON AIRCRAFT AT AIR ASIA, DELAMINATION WAS FOUND ON LEFT WING T/E INBOARD FORE FLAP UPPER SKIN AT WBL 164. THE DAMAGED SKIN 4 INCH BY 3 INCH IN SIZE WAS TRIMMED OUT AND REPAIRED PER B727 SRM 51-40-6. (M)									

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5753 DALA	472DA 20749	BOEING 727232				ANGLE 652163262	CRACKED RT TE MIDFLAP		4/15/97 DL72K971619
NR 3 MIDFLAP LOWER AFT CHORD WAS FOUND CRACKED. THIS CHORD ANGLE WAS REPAIRED BY INSTALLING A DOUBLER PER 727 MM 57-52-0.									
5753 DALA	400DA 21144	BOEING 727232				SPAR 652163261	CRACKED LT TE MIDFLAP		11/4/97 DL72S980579
CRACKED IN AFT SPAR RAIL 56 FROM I/B END NR 2 MIDFLAP. REPAIRED PER BOEING M/M 57-52-0 PAGE 807.									
5753 DALA	402DA 21146	BOEING 727232				ANGLE	CRACKED NR 3 TE MIDFLAP		3/20/98 DL72S980749
DURING SHOP INSPECTION, A DOUBLER ON THE AFT LOWER SPAR ANGLE WAS FOUND CRACKED ANGLE, 32 FROM I/B END. THE ANGLE WAS REPAIRED PER 727 MM 57-52-0 FIG 802 BY INSTALLING/REPLACING THE REPAIR DOUBLER.									
5753 DALA	402DA 21146	BOEING 727232				ANGLE	CRACKED NR 3 TE MIDFLAP		3/20/98 DL72S980748
DURING SHOP INSPECTION, THE NR 3 MIDFLAP WAS FOUND WITH A CRACK IN THE AFT LOWER CLOSEOUT ANGLE, 18 FROM I/B END. THE ANGLE WAS REPAIRED PER 727 MM 57-52-0, FIG 802 BY STOP DRILLING THE CRACK AND INSTALLING A DOUBLER.									
5753 DALA	517DA 21433	BOEING 727232				CHORD 652163262	CRACKED RT TE MIDFLAP		7/15/97 DL72S971620
NR 3 MIDFLAP WAS FOUND TO HAVE A CRACKED AFT LOWER CHORD. THIS FLAP CHORD WAS REPAIRED BY INSTALLING A DOUBLER PER MM 57-52-0.									
5753 DALA	518DA 21469	BOEING 727232				FLAP 652163261	DAMAGED LT TE FLAP		10/29/97 DL72S972516
AFT LWR CHORD IS CRACKED AT I/B AFT FLAP TRACK CUT OUT, TWO PLACES. ALSO, AFT LOWER CHORD ANGLE IS CRACKED 57 FROM I/B END. BOTH REPAIRS PER M/M 57-52-0 FIG 807.									
5753 DALA	522DA 21582	BOEING 727232				ANGLE	DAMAGED LT TE MID FLAP		2/21/98 DL72S980750
AFT LOWER CHORD ANGLE IS DAMAGED 29 FROM O/B END OF NR 2 MIDFLAP. REPAIRED PER M/M 57-52-0 FIG 802, INSTALLED DOUBLER.									
5753 DALA	528DA 21702	BOEING 727232				SKIN 652163262	DAMAGED RT TE FLAP		11/7/97 DL72S972517
COVE SKIN PANEL CUTOUT CRACKED 37 FROM I/B END. REPAIRED PER M/M 57-52-0 FIG 809.									
5753 CALA	17410 21663	BOEING 727243				FOREFLAP 652163091	DAMAGED LT TE FLAP		3/16/98 CALA9800464
INSPECTION FOUND LT INBOARD FOREFLAP CRUSHED (4 AREA) AT INBOARD END. THE FOREFLAP WAS REMOVED AND REPLACED.									
5753 IPXA	207UP 21699	BOEING 727247				FLAP TRACK 65192507	CORRODED TE FLAPS		4/2/98 UPS98226326
INSPECTION TYPE-SI, CORROSION (C57-581-05.00-04) NR 7 FLAP TRACK FORWARD MOUNT CENTER HOLE IS CORRODED. REMOVED CORROSION IN MOUNT HOLE PER UPS EO NR 727-57-1964.									
5753 IPXA	207UP 21699	BOEING 727247				FLAP TRACK 65192507	CORRODED TE FLAPS		4/2/98 UPS98226324
INSPECTION TYPE-C, CORROSION (C57-581-05.00-04) NR 7 FLAP TRACK AFT CENTER MOUNT HOLE HAS CORROSION. REMOVED CORROSION ON MOUNT HOLE PER UPS EO NO 727-57-1964.									

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5753 IPXA	207UP 21699	BOEING 727247				FLAP TRACK 65192507	CORRODED TE FLAPS		4/2/98 UPS98226325
INSPECTION TYPE-SI, CORROSION (C57-581-05.00-04) NR 8 FLAP TRACK CENTER AFT MOUNT HOLE HAS CORROSION. REMOVED CORROSION IN MOUNT HOLE PER UPS EO NR 727-57-1963.									
5753 EISA	742RW 21952	BOEING 7272M7				SKIN	TORN NR 3 TE SLAT		5/2/97 EISA97089
DURING C-CHECK, FOUND NR 3 LE SLAT TRAILING EDGE UPPER SKIN IS TORN IN TWO PLACES. REPAIRED SKIN PER SRM 57-50-02 AND 51-30-02. (M)									
5753 EISA	742RW 21952	BOEING 7272M7				FITTING	CORRODED LT TE FOREFLAP		5/2/97 EISA97092
DURING C-CHECK, FOUND LEFT WING INBOARD FORE FLAP APPROX 1 SQUARE INCH IN AREA AND .1875 INCH DEPTH OF CORROSION, OUTBOARD END 4 INCHES ABOVE TE. REMOVED AND REPLACED FLAP END FITTING PER MM 27-51-32. (M)									
5753 EISA	742RW 21952	BOEING 7272M7				FITTING	CRACKED LT TE FOREFLAP		5/2/97 EISA97091
DURING C-CHECK, FOUND LEFT WING OUTBOARD TRAILING EDGE FORE FLAP ATTACH FITTING AT INBOARD CARRIAGE IS CRACKED. REPLACED ATTACH FITTING PER MM 27-51-01. (M)									
5754 MZZA	86425 21459	BOEING 727212				SKIN	CRACKED NR 6 LE SLAT		1/13/98 MZZA98063
TNN - DURING 'S' CHECK INSPECTION ON AIRCRAFT AT AIR ASIA, A SUB-STANDARD EXTERNAL REPAIR WAS FOUND ON RT WING NR 6 SLAT NOSE AREA AT SS 122. THE EXISTING EXTERNAL REPAIR WAS REMOVED AND REPLACED WITH NEW STANDARD EXTERNAL REPAIR PER B727 SRM 57-50-3 FIGURE 1. (M)									
5754 MZZA	86425 21459	BOEING 727212				RIB	CRACKED NR 6 LE SLAT		1/16/98 MZZA98064
TNN - DURING 'S' CHECK INSPECTION ON AIRCRAFT AT AIR ASIA, 2 SUB-STANDARD REPAIR WERE FOUND IN RT WING L/E NR 6 SLAT ACTUATOR OUTBOARD RIB. THE DAMAGED SLAT ACTUATOR OUTBOARD RIB WAS REMOVED AND REPLACED WITH NEW RIB PER B727 SRM 57-50-2 AND 51-30-2. (M)									
5754 EISA	366PA 22538	BOEING 727221				SLAT	DENTED NR 8 SLAT		5/15/97 EISA97122
DURING ROUTINE C-CHECK, FOUND NR 8 SLAT DENTED FROM SLAT STATION 391-401. REMOVED SLAT AND INSTALLED SERVICEABLE UNIT PER MM 27-81-11. (M)									
5754 CALA	15781 20636	BOEING 727232				SKIN	DENTED NR 1 LE SLAT		3/30/98 CALA9800606
INSPECTION FOUND A DENT IN LT WING LEADING EDGE NR 1 SLAT. THE DENTED AREA WAS REMOVED. THE AREA WAS REINFORCED WITH A NEW DOUBLER WHICH WAS FABRICATED AND INSTALLED IAW SRM 57-10-00 FIGURE 18A 51-20-00 AND 51-31-01.									
5754 DALA	493DA 21062	BOEING 727232				RIB	CRACKED NR 2 SLAT		11/3/97 DL72S972240
NR 2 SLAT RIB OUTBD OF ANTI-ICE DUCT CRACKED. REPAIR PER M/M 57-54-00.									
5754 DALA	519DA 21470	BOEING 727232				ANGLE 652163262	CRACKED NR 3 TE MIDFLAP		10/21/97 DL72S972245
THE LOWER AFT CHORD ANGLE WAS FOUND CRACKED DURING SHOP INSPECTION AT HMV VISIT. THE ANGLE WAS REPAIRED PER 727 MM 57-52-0 BY STOP DRILLING CRACK AND INSTALLING A DOUBLER.									
5754 DALA	529DA 21703	BOEING 727232				RIB	CRACKED NR 7 LE SLAT		4/24/98 DL72S980879
FOUND ON E2 LETTER CK, 2 CRACKS IN NR 7 SLAT NOSE RIB AT THE OUTBD SIDE OF THE ACTUATOR. REPAIRED PER MM 57-54-0.									

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5754 DALA	532DA 22045	BOEING 727232				SKIN	CRACKED NR 6 LE FLAP		12/1/97 DL72S972514
FOUND ON D1 LETTER CK, ONE 3 AND ONE 3.5 INCH CRACK IN SLAT LOWER SKIN OF NR 6 L/E SLAT AT O/B T/E. REPAIRED PER MM 57-54-0.									
5754 DALA	831WA 21483	BOEING 727247				BRACKET	CRACKED NR 1 LE SLAT		4/22/98 DL72E980871
FOUND ON F1 LETTER CHK, NR 1 SLAT ACT IB MOUNT BRACKET CRACKED AT WEB. REPAIR PER M/M 57-20-21.									
5754 MZZA	75429 21427	BOEING 7272F9				SKIN	CRACKED NR 2 LE SLAT		12/24/97 MZZA98024
KUL - NR 2 SLAT ASSY HAS TWO CRACKS AT THERMAL ANTI-ICE DUCT CUTOFF IN AFT LOWER SKIN ATTACH ANGLE AT SLAT STATION 271. CRACKS STOP DRILLED AND DOUBLER INSTALLED IAW ECRA 5750-02875. (M)									
5754 MZZA	75429 21427	BOEING 7272F9				SUPPORT 654133441	CRACKED NR 3 LE FLAP		12/23/97 MZZA98009
KUL - FIXED L/E SUPPORT STRUT SITUATED AT WS 175 (AT OUTBOARD END OF NR 3 L/E FLAP ACTUATOR MOUNTING TORQUE BOX) IS CRACKED AT AFT END, THROUGH HI-LOCK HOLES. LEFT WING FIXED L/E SUPPORT STRUT AT NR 3 KRUEGER FLAP ACTUATOR MOUNTING TORQUE BOX, REPLACED IAW SRM 51-30-02. (M)									
5755 CALA	17410 21663	BOEING 727243				SKIN	WORN NR 7 SPOILER		3/16/98 CALA9800467
INSPECTION FOUND A GROOVE WORN ON BOTTOM OF LT WING NR 7 SPOILER. THE NR 7 SPOILER WAS REMOVED AND REPLACED.									
7200 NWAA	293US 21504	BOEING 727251	PWA JT8D15A			ENGINE	FAILED LEFT		2/14/98 9802742293
DURING CRUISE, THE LEFT ENGINE OIL PRESSURE WARNING LIGHT ILLUMINATED. CREW SHUT DOWN THE LEFT ENGINE, DIVERTED TO MEM, AND LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE REPLACED THE LEFT ENGINE, OPERATIONAL CHECK OK.									
7261 GAIA	281KH 21105	BOEING 7272J0	PWA JT8D15			STUD	LOOSE GEARBOX		2/12/98 GAIA9819
ON DEPARTURE OUT OF TOL, RAPIDLY LOST OIL QTY NR 3 ENGINE DURING CLIMB-OUT, TEMPS AND PRESSURES OK. SHUT DOWN ENGINE AT 1.5 GALLONS REMAINING. ON POST FLIGHT FOUND STUD PULLED FROM OIL FILTER HOUSING. REPAIRED LOOSE STUD AND REMOVED AND REPLACED OIL FILTER IAW 79-20-06. OPS CHECK GOOD, NO LEAKS NOTED. AIRCRAFT RETURNED TO SERVICE. (M)									
7314 DALA	470DA 20747	BOEING 727232	PWA JT8D15A		37820113	PUMP 37820113	FAILED NR 1 ENGINE	64097	4/25/98 DL72S980883
NR 1 ENG FLAMED OUT AFTER T/O. REPLACED NUMBER ONE FUEL PUMP.									
7320 NWAA	298US 22152	BOEING 727251	PWA JT8D15A			MOISTURE TRAP	CONTAMINATED LT FUEL CONTL		4/22/98 9807022298
AS TAKEOFF POWER WAS APPLIED, THE LEFT ENIGNE WOULD NOT REACH TARGET EPR INDICATION. CREW ABORTED TAKEOFF AND RETURNED TO THE GATE. MAINTENANCE DRAINED FUEL CONTROL MOISTURE TRAP. OPERATIONAL CHECK OK. AIRCRAFT RETURNED TO SERVICE.									
7510 FDEA	135FE 19853	BOEING 72725C	PWA JT8D7			ANTI-ICE DUCT	BROKEN NR 2 ENGINE		4/20/98 98FDEA00302
NR 2 ENG LEFT HAND ENGINE INLET ANTI-ICE DUCT BROKEN IN HALF. LOCATED JUST AFT OF ANTI-ICE VALVE.									
7711 NWAA	298US 22152	BOEING 727251	PWA JT8D15A			EPR SYST	MALFUNCTIONED LT ENGINE		4/24/98 9807222298
AS TAKEOFF POWER WAS APPLIED, THE LEFT ENGINE WOULD NOT REACH TARGET EPR INDICATION. CREW ABORTED TAKEOFF AND RETURNED TO THE GATE. MAINTENANCE MEL'D EPR SYSTEM. AIRCRAFT RETURNED TO SERVICE.									

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7830 SCNA	275AF 20764	BOEING 7272J4				SWITCH 62102	INOPERATIVE NR 3 ENG TR		4/6/98 SCNA98030
AT TAKEOFF, ENGINE NUMBER THREE REVERSE OPERATING LIGHT ILLUMINATED. TAKEOFF ABORTED AT 60 KNOTS. REMOVED AND REPLACED NUMBER THREE ENGINE THRUST REVERSER UNLOCK SWITCH, FUNCTIONALLY CHECK GOOD.									
8011 FDEA	212FE 22934	BOEING 7272S2F				STARTER 97907821	FAILED NR 3 ENGINE		4/23/98 98FDEA00287
WHEN TURNING ON NR 3 BLEED ON CLIMB-OUT, NR 3 FIRE LIGHT AND FIRE WARNING CAME ON. TURNING OFF THE BLEED, THE FIRE LIGHT AND HORN WENT OFF. FOUND STARTER CONTROL VALVE STUCK 25 PERCENT OPEN AND STARTER IN TOO MANY PIECES. REPLACED STARTER AND CONTROL VALVE PER MAINTENANCE MANUAL 80-10-02. STARTER AND VALVE OPERATIONALLY CHECKED NORMAL.									
2120 AWXA	183AW 22650	BOEING 737277				AIR DISTRIBUTION	SMOKE CABIN		2/17/98 AWXA9800068
SMOKE IN THE CABIN, RETURNED TO AIRPORT. CHECKED PACKS RAN A/C, RECIRC FAN, EYEBALL VENTS, COULD NOT DUPLICATE.									
2120 USAA	420US 23987	BOEING 737401				AIR DISTR	ODOR CABIN		3/28/98 USAASB98080
EWR - FLT 7003 - AFTER TAKEOFF, AT APPROX 10,000 FT, THE CABIN FILLED WITH SMOKE. CAPTAIN DUMPED PRESSURE, OPENED OUTFLOW VALVE AND PLACED RECIRCULATION FAN ON HIGH. CAPTAIN DECLARED AN EMERGENCY AND DIVERTED TO EWR. DURNG DESCENT, CABIN CLEARED WITH MINOR SMELL OF SMOKE. FLIGHT LANDED NORMAL WITHOUT FURTHER INCIDENT AND TAXIED TO THE GATE. MAINTENANCE CHECKED BOTH ENGINES AND AIR CONDITION BAYS FOR DUCT SECURITY AND LEAKS. FOUND OK. CHECKED AIRCRAFT FOR SKYDROL LEAKS. NONE FOUND. CHECKED LAVS AND GALLEY EQUIPMENT. FOUND NORMAL. RAN EACH PACK OFF OF APU AND ENGINES. NO SMOKE NOTED. COULD NOT DUPLICATE SMOKE OR SMELL. (M)									
2121 USAA	585US 23930	BOEING 737301				FAN 65771	FAILED E/E COMPT	21911	3/24/98 USAASB98075
STL - FLT 133 - FLIGHT DIVERTED TO STL DUE TO ELECTRICAL SMELL IN THE CABIN. CAPTAINS STATED DURING THAT DURING CRUISE, AND ELECTRICAL SMELL WAS NOTED COMING FROM THE MID CABIN. GALLEY POWER WAS TURNED OFF AND SMELL SEEMED TO DISSIPATE ONLY TO RETURN A SHORT TIME LATER. THE FIRST OFFICER CHECKED THE CABIN FIRST, THEN THE CAPTAIN TO SEE IF THEY COULD DETERMINE SOURCE. NO SOURCE WAS FOUND AND NO SMOKE WAS PRESENT. FLIGHT LANDED WITHOUT FURTHER INCIDENT. NO EMERGENCY WAS DECLARED. MAINTENANCE FOUND THE NORMAL EQUIPMENT COOLING FAN CAUSING SMELL. REPLACED SAME. OPERATIONAL CHECK GOOD. (M)									
2121 USAA	391US 23313	BOEING 7373B7				FAN 6454051	FAILED CABIN	36886	3/20/98 USAASB98072
CLT - FLT 703 - AFTER TAKEOFF, PASSING THROUGH 1,700 FEET, CREW BEGAN TO SMELL A BURNING ELECTRICAL ODOR. SMEL APPEARED TO BE STRONGER IN REAR OF AIRCRAFT THAN THE COCKPIT AND FRONT GALLEY. FLIGHT RETURNED TO FIELD AT CLT. ON APPROACH TO CLT, CREW SHUT DOWN THE RECIRCULATION FAN AND THE APU AND THE ODOR SUBSIDED BEFORE TOUCHDOWN. FLIGHT LANDED WITHOUT INCIDENT. NO EMERGENCY WAS DECLARED. MAINTENANCE REMOVED AND REPLACED THE RECIRCULATION FAN PER MM 21-21-22. OPERATIONAL CHECK GOOD. (M)									
2121 UALA	921UA 25388	BOEING 737522	GE CFM56*			COOLING FAN 65771	FAILED GALLEY		10/17/97 97UAL900780
ELECTRICAL SMOKE SMELL IN CABIN. THE SMELL WAS NOT AS STRONG AFTER THE POWER WAS TURNED OFF TO THE GALLEY. *S/D* PRIMARY COOLING EXHAUST FAN FAILED. REPLACED THE PRIMARY COOLING EXHAUST FAN, OPS CHECK GOOD.									
2131 UALA	352UA 24320	BOEING 737322	GE CFM56*		HAMILTON STA 763810X	CONTROLLER	FAILED CABIN		10/24/97 97UAL900793
UNABLE TO PRESSURIZE AIRCRAFT AFTER TAKEOFF. AIRCRAFT WAS OPERATING IN AUTO MODE, SWITCHED TO STANDBY AND CABIN STILL CONTINUED TO CLIMB 500 FPM. OUTFLOW VALVE INDICATOR SHOWED FULL CLOSED. NO DOOR WARNING LIGHTS ON. *S/D* REPLACED CABIN PRESSURE CONTROLLER AND CONTROL MODULE. AFTER REPLACEMENT OF BOTH UNITS, SYSTEM TESTED AND OPERATED NORMAL.									

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2131 USAA	517AU 23703	BOEING 7373B7				CONTROLLER 7102048	FAILED E/E COMPT	58413	3/18/98 USAASB98068
CLT - FLT 122 - AT FL230, CAPTAIN STATED HE LOST CABIN PRESSURIZATION. SYSTEM DID NOT AUTO SWITCH TO STANDBY. MANUAL AC WAS SELECTED AND CONTROL WAS REGAINED. FLIGHT RETURNED TO FIELD AT CLT AND LANDED WITHOUT FURTHER INCIDENT. AN EMERGENCY WAS DECLARED. MAINTENANCE REMOVED AND REPLACED THE CABIN PRESSURE CONTROLLER PER MM. SYSTEM CHECKS GOOD IN AUTO AND STANDBY. (M)									
2133 UALA	348UA 24252	BOEING 737322	GE CFM56*			OUT FLOW VALVE	MALFUNCTIONED CABIN		4/19/98 98UAL900157
UNABLE TO MAINTAIN CABIN PRESSURIZATION. OUTFLOW VALVE INDICATED FULL CLOSED IN THE AUTO MODE.									
2150 UALA	9027U 19065	BOEING 737222	PWA JT8D7B		ALLIED SIGNA 1060506XX	ACM	FAILED RT PACK		10/18/97 97UAL900781
RIGHT PACK OVERTEMP, NO PACK TRIP OFF. SMOKE INSIDE AND OUTSIDE OF AIRCRAFT. *S/D* FOUND METAL SHAVINGS COMING FROM WATER SEPARATOR DRAIN. REPLACED THE RIGHT-HAND AIR CYCLE MACHINE AND COALESCER BAGS, OPS CHECK GOOD.									
2170 USAA	520AU 23706	BOEING 7373B7				SEPARATOR BAG V1211	CLOGGED RT PACK		3/22/98 USAASB98074
PHL - FLT 1486 - CREW WAS UNABLE TO PRESSURIZE AIRCRAFT AFTER TAKEOFF. DUCT PRESSURE WAS GOOD AT 40 PSI AND OUTFLOW VALVE WAS FULL CLOSED. THE LEFT PACK WAS ON MEL. FLIGHT RETURNED TO FIELD AT PHL AND LANDED WITHOUT FURTHER INCIDENT. NO EMERGENCY WAS DECLARED. MAINTENANCE FOUND THE RIGHT PACK WATER SEPARATOR BAG CLOGGED. REPLACED SAME. OPERATIONAL CHECK OF RIGHT PACK GOOD. (M)									
2410 SWAA	682SW 23496	BOEING 7373Y0				CSD SEAL	LEAKING NR 1 ENGINE		3/29/98 SWAA980410
DIVERTED TO MSY DUE TO INFLT SHUTDOWN OF NR 1 ENGINE, WHEN OIL PRESSURE DROPPED BELOW RED LINE, DUE TO CSD CARBON SEAL LEAKING. LANDED WITHOUT INCIDENT. REMOVED THE CSD FOR ENGINEERING EVALUATION OF THE GEARBOX. REPLACED NR 1 ENGINE CSD GARLOC SEAL AND RETAINING RING PER BOEING MM.									
2424 F3LA	578US 23257	BOEING 737301				GCU 915F2125	FAILED COCKPIT		2/23/98 98ZZM317
SFO-DEN - FLIGHT CREW REPORTED SMOKE IN COCKPIT COMING FROM FIRST OFFICERS ELECTRICAL PANEL. AN EMERGENCY WAS DECLARED AND AIRCRAFT WAS DIVERTED TO SLC. AIRCRAFT LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED GENERATOR CONTROL UNIT AND BUS PROTECTION PANEL AND CHECKED OK. (M)									
2424 SWAA	687SW 23388	BOEING 7373Q8				GCU 948F4582	INOPERATIVE NR 1 ENGINE		1/4/98 SWAA980033
EN ROUTE, NR 1 ENGINE GENERATOR DROPPED OFF LINE. APU GEN WAS ALREADY ON MEL. AIRCRAFT DIVERTED TO PHX AND MADE AN UNEVENTFUL LANDING. REMOVED AND REPLACED NR 1 GENERATOR CONTROL UNIT PER BOEING M/M.									
2433 USAA	284AU 23131	BOEING 7372B7				TR UNIT 1032575	INOP E/E COMPT	37539	2/14/98 USAASB98041
MCO - FLT 508, EN ROUTE FROM FLL TO PIT, THE NR 1 GEN SHOWED OVERLOAD WITH A HIGH AMP READING OF 90 AMPS. THE NR 2 GEN WAS 50 AMPS. WHEN THE CREW TRIED TO DOWNLOAD, THE NR 1 GENERATOR DROPPED OFF LINE ALONG WITH FOUR CIRCUIT BREAKERS IN SEQUENCE. NR 1 MAIN FUEL BOOST PUMP, OVERHEAD 5 VOLT, NR 1 TR AND THE EQUIPMENT COOLING BLOWER. AT THIS POINT NOTICED NR 2 GENERATOR HAD A HIGH TEMPERATURE. FLT DIVERTED TO MCO AND LANDED WITHOUT FURTHER INCIDENT. MX VERIFIED THE NR 1 GENERATOR DRAWS A LOAD OF 85 AMPS AT HIGH POWER AND WITH THE APU GENERATOR ON LINE AMP LOAD IS NORMAL AT 55 AMPS. AFTER T/S, MX REMOVED AND REPLACED THE NR 1 TRU. OPS CHECK NORMAL. (M)									
2450 F3LA	578US 23257	BOEING 737301				BUS PROTECT PNL 915F2132	FAILED COCKPIT		2/23/98 F3LA98005
SFO-DEN - FLIGHT CREW REPORTED SMOKE IN COCKPIT COMING FROM FIRST OFFICERS ELECTRICAL PANEL. AN EMERGENCY WAS DECLARED AND AIRCRAFT WAS DIVERTED TO SLC. AIRCRAFT LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED GENERATOR CONTROL UNIT AND BUS PROTECTION PANEL AND CHECKED OK. (M)									

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2565 SWAA	686SW 23175	BOEING 7373H4				SLIDE D31591478	DEPLOYED R1 DOOR		1/12/98 SWAA980036
AT GATE, FWD SERVICE DOOR SLIDE ACCIDENTALLY DEPLOYED. REMOVED AND REPLACED SLIDE ASSEMBLY PER BOEING M/M.									
2565 SWAA	514SW 25153	BOEING 7375H4				SLIDE 61621469	OUT OF DATE CABIN		3/30/98 SWAA980442
DURING SCHEDULED CHECK, FOUND L-2 EMERGENCY EVACUATION SLIDE OUT OF DATE. REMOVED AND REPLACED PER BOEING MM.									
2611 UALA	927UA 26649	BOEING 737522	GE CFM56*			SMOKE ALARM	ACTIVATED LAVATORY		3/6/98 98UAL900107
LAVATORY SMOKE DETECTOR ALARM WENT OFF AND WOULD NOT SILENCE.									
2613 SWAA	53SW 21534	BOEING 7372H4				SENSOR	OUT OF POSITION LT AC DUCT		3/26/98 SWAA980403
DURING FLIGHT, LEFT WING BODY OVERHEAT ILLUMINATED AT APPROXIMATELY 8,000 FT. LIGHT EXTINGUISHED SHORTLY AFTER CLOSING ISOLATION AND NR 1 ENG BLEED VALVES. REPOSITIONED SENSOR AT LEFT A/C DUCT, OPS CHECKS OK PER BOEING MM.									
2781 UALA	375UA 24640	BOEING 737322	GE CFM56*			INTRANSIT LIGHT	ILLUMINATED NR 2 LE SLAT		4/23/98 98UAL900158
NUMBER TWO LEADING EDGE SLAT INTRANSIT LIGHT ILLUMINATED ON OVERHEAD AND INTRANSIT ON FORWARD PANEL.									
2910 DALA	305DL 23077	BOEING 737232				PRESS PACK 651782119	MALFUNCTIONED LT MLG WW		2/14/98 DL73K980385
LOST PRESSURE ON BOTH A-SYS HYD PUMPS, HYD QTY NML. MTC HAS FOUND NO FLUID LOSS. MOTORED ENG'S AT GATE HAD PRESSURE. CKD CASE DRAIN AND PRESS FILTERS, NO CONTAMINATION FOUND. REPLACED A-SYS HYD PRESS PACKAGE AND CASE DRAIN FILTERS, RAN BOTH ENG'S AND EXERCISED ALL FLIGHT CONTROLS. ALL PRESSURES WERE NORMAL.									
2910 SWAA	675AA 23253	BOEING 7373H4				LINE	RUPTURED B-HYD SYST		1/2/98 SWAA980031
EN ROUTE, EXPERIENCED B-SYSTEM HYDRAULIC QUANTITY LOSS. AIRCRAFT DIVERTED TO ONT AND MADE AN UNEVENTFUL LANDING. REMOVED AND REPLACED RUPTURED LINE TO B-ACOUSTIC MUFFLER, CHECKED CASE DRAIN FILTERS AND OP CHECKED PUMP PER BOEING M/M.									
2910 SWAA	654SW 28399	BOEING 7373H4				LINE	BROKEN A-HYD SYSTEM		3/24/98 SWAA980390
AFTER LANDING FOUND HYDRAULIC LEAK RT SIDE OF A/C IN RIGHT WING AREA BEHIND NR 2 ENGINE. SUSPECT A-SYSTEM. INSTALLED LINE, SVC'D A-HYDRAULIC SYSTEM. LEAK CHECK GOOD, PER BOEING MM.									
2910 SWAA	654SW 28399	BOEING 7373H4				LINE	LEAKING A-HYD SYST		3/27/98 SWAA980420
AFTER LANDING, TOWER REPORTED SMOKE IN NR 2 ENGINE AREA. POST FLIGHT INSPECTION REVEALED HYDRAULIC LEAK RT SIDE OF A/C IN RIGHT WING AREA BEHIND NR 2 ENG. INSPECTED AND FOUND HYD LINE BROKEN AT NR 2 ENG AFT PYLON. REMOVED AND REPLACED FIXED TUBE ASSY, SVC'D A-HYD SYSTEM, NO LEAKS CHECKED NORMAL AS PER BOEING MM. INSPECTED AND REPLACED NR 3 AND NR 4 WHEEL TIRE ASSY PER BOEING MM.									
2910 W8PA	961WP 23332	BOEING 7373L9				FILTER BRACKET	SHEARED BS 663.75		4/1/97 W8PA970500
SHEARED RIVET ON UPPER RIGHT CORNER OF HYDRAULIC RETURN FILTER BRACKET BS 663.75, RBL 40, WL 176. REMOVED SHEARED RIVET AND FILTER BRACKET. INSTALLED BRACKET AND NEW RIVET, BS 663.75, RBL 40, WL 176. (M)									

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2913 UALA	306UA 23667	BOEING 737322	GE CFM56*			HYD PUMP 623337	FAILED NR 1 ENGINE		3/11/98 98UAL900114
THE NUMBER ONE ENGINE HYDRAULIC PUMP FAILED. CREW FELT VIBRATION IN CABIN WITH 'A' HYDRAULIC SYSTEM PRESSURE FLUCTUATING AND THEN VIBRATION AND FLUCTUATION STOPPED, BUT THE PUMP LOW PRESSURE LIGHT CAME ON. *S/D* REPLACED THE NUMBER ONE ENGINE DRIVEN HYDRAULIC PUMP.									
2913 SWAA	603SW 27954	BOEING 7373H4				PUMP	FAILED B-HYD SYST		3/27/98 SWAA980408
RETURNED TO PHX DUE TO B-SYS HYD FAILURE AND LEFT WING TO BODY OVERHEAT. REMOVED AND REPLACED CRACKED HEAT EXCHANGER DUCT AND B-SYS ELECTRIC PUMP.									
2930 SWAA	349SW 24408	BOEING 7373H4				WIRE	CHAFED B-HYD SYST		1/3/98 SWAA980032
EN ROUTE, EXPERIENCED B-SYSTEM HYDRAULIC OVERHEAT WARNING LIGHT. AIRCRAFT DIVERTED TO DAL AND MADE AN UNEVENTFUL LANDING. REPAIRED CHAFED TEMP SENSOR WIRING AT SUPPLY LINE.									
3020 USAA	236US 22352	BOEING 737201				ANTI-ICE DUCT 655812310	LEAKING NR 2 ENGINE		2/10/98 USAASB98035
TPA - FLT 1874 - THE NR 2 ENGINE OVERHEAT LIGHT ILLUMINATED DURING CLIMB-OUT APPROXIMATELY 25 MILES NORTH OF TPA. CREW FOLLOWED EMERGENCY PROCEDURES FOR OVERHEAT PROBLEM. WHEN THRUST LEVER WAS BROUGHT TO IDLE, THE LIGHT WENT OUT. FLIGHT RETURNED TO FIELD AT TPA WITHOUT FURTHER INCIDENT. AN EMERGENCY WAS DECLARED. THE NR 2 ENGINE WAS NOT SHUT DOWN IN FLIGHT. MAINTENANCE FOUND A LEAK IN THE NR 2 ENGINE NOSE COWL ANTI-ICE DUCT. REPLACED DUCT. OPS CHECK AND LEAK CHECK GOOD. (M)									
3040 AWXA	304AW 24011	BOEING 7373G7				CONTROLLER 2312	FAILED LT COCKPIT		12/8/97 16883 AWWA9700691
SMOKE CAME OUT OF THE AFT PORTION OF THE COPILOTS FORWARD WINDOW, NEAR THE DRAIN HOSE. THE WINDOW HEAT WAS TURNED OFF AND THE SMOKE WENT AWAY. REMOVED AND REPLACED THE COPILOTS NR 1 WINDOW HEAT CONTROLLER.									
3230 ZZDA	465AT 21528	BOEING 737200				ISOLATION VALVE 65445815	FAILED RT MLG		3/14/98 VJ9800046
DURING ROLLOUT ON LANDING, NOSE WHEELS AND RT MAIN GEAR WHEELS DEPARTED HARD SURFACE OF RUNWAY. LINE MAINTENANCE INSPECTED AIRCRAFT AND DETERMINED AIRCRAFT COULD BE SAFELY RESTORED TO RUNWAY. PINNED GEAR AND SUBSEQUENTLY AIRCRAFT WAS TOWED TO GATE TO DEPLANE PASSENGERS AND FURTHER INSPECT AIRCRAFT LANDING GEAR SYSTEM. FOUND LANDING GEAR ISOLATION VALVE HAD FAILED. REPLACED ISOLATION VALVE, REPLACED HYDRAULIC FILTERS, PERFORMED HARD LANDING INSPECTION AND NO DAMAGE FOUND.									
3230 P2EA	5WM 22629	BOEING 737297				SENSOR	OUT OF ADJUST RT MLG		2/18/98 P2EA98033
FLT 421 - DFW - AIR RETURN NO EMERGENCY DECLARED LANDING UNEVENTFUL. LANDING GEAR WOULD NOT RETRACT NORMALLY. ADJUSTED AIR SAFETY SENSOR, RT MLG, PER MM 32-09-200. PERFORMED GEAR SWING PER MM 7-11-11. OPERATIONAL CHECK NORMAL. (M)									
3230 UALA	364UA 24533	BOEING 737322	GE CFM56*			RETRACT MECH	MALFUNCTIONED LANDING GEAR		10/21/97 97UAL900784
GEAR HANDLE COULD NOT BE RAISED PASS THE LEVER LATCH SOLENOID.									
3230 DALA	304WA 23345	BOEING 737347			189929	PROX SENSOR	FAILED NLG		11/30/97 DL733972502
UNABLE TO RETRACT GEAR. REPLACED PROX SENSORS ON NOSE GEAR AND RT MLG, PERFORMED GEAR SWING.									
3233 SWAA	620SW 28036	BOEING 7373H4				DRAIN PLUG	LEAKING LT MLG ACT		3/27/98 SWAA980407
FLIGHT DIVERTER INTO OAK DUE TO A ENG LOW PRESSURE LIGHT ILLUMINATED. A-SYSTEM WAS DECREASING RAPIDLY. LDG GEAR SELECTOR MOVED TO OFF. A-SYS QUANTITY STABILIZED JUST UNDER 1/4 TANK. INSPECTED AND FOUND LEFT MLG ACTUATOR DRAIN PLUG NOT SAFETIED. RETORQUED AND RESAFETIED DRAIN PLUG. REMOVED AND REPLACED A-SYS CASE DRAIN FILTERS. LEAKS CHECK GOOD PER BOEING MM. REPOSITIONED SENSOR AT LEFT A/C DUCT, OPS CHECKS OK PER BOEING MM.									

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3241 SWAA	86SW 22827	BOEING 7372H4				VALVE AV24E1144	INOPERATIVE LANDING GEAR		3/29/98 SWAA980441
DIVERTED TO HOU DUE TO ANTI-SKID INOP GEAR DOWN. COULD NOT GO TO AUS DUE TO WET RUNWAYS. LANDED WITHOUT INCIDENT. REMOVED AND REPLACED PARKING BRAKE VALVE, NO LEAKS OPS CHECKED GOOD PER BOEING MM. REMOVED AND REPLACED EXIT SIGN, OPS CHECKED PER BOEING MM.									
3244 SWAA	650SW 27720	BOEING 7373H4				TIRES	FLAT MLG		3/28/98 SWAA980419
AFTER LANDING, FOUND NR 3 AND NR 4 WHEEL TIRES FLAT, WITH NR 3 WHEEL TIRE MISSING A 3 X 6 INCH PIECE OF TREAD. INSPECTED AND REPLACED NR 3 AND NR 4 WHEEL TIRE ASSY PER BOEING MM.									
3260 USAA	287AU 23134	BOEING 7372B7				UPLOCK SENSOR 189929	FAILED LT MLG		2/11/98 USAASB98036
ATL - FLT 1243 - AFTER TAKEOFF FROM PHL, THE LEFT MAIN LANDING GEAR TRANSIT LIGHT REMAINED ILLUMINATED. CREW CYCLED GEAR AND LIGHT WENT OUT, THEN IT FLICKERED FOR REMAINDER OF FLIGHT. FLIGHT LANDED IN ATL WITHOUT FURTHER INCIDENT. MAINTENANCE REMOVED AND REPLACED THE LEFT MAIN LANDING GEAR UPLOCK SENSOR PER MM. OPS CHECK GOOD. (M)									
3260 USAA	340US 23237	BOEING 737301				CIRCUIT BREAKER	TRIPPED GEAR LIGHTS		5/20/97 USAASB97132
MIA - FL1453 - ON DESCENT INTO MIA WITH GEAR DOWN, CREW DID NOT RECEIVE LANDING GEAR GREEN LIGHTS. SEVERAL LIGHTS WERE ALSO OUT ON THE FIRE PANEL. A GO AROUND WAS PERFORMED UNTIL THE CIRCUIT BREAKER COULD BE LOCATED. CREW RESET BREAKER AND ALL LIGHTS RETURNED TO NORMAL. GEAR WAS RECYCLED WITH ALL THREE GEAR LIGHTS INDICATING GREEN. FLIGHT LANDED WITHOUT INCIDENT. NO EMERGENCY WAS DECLARED. MAINTENANCE PERFORMED OPERATIONAL CHECK OF THE MASTER DIM AND TEST SYSTEM. NO DEFECTS NOTED. (M)									
3260 UALA	306UA 23667	BOEING 737322	GE CFM56*			INDICATION	MALFUNCTIONED LANDING GEAR		10/22/97 97UAL900789
DURING GEAR RETRACTION, THE LEFT MAIN LANDING GEAR RED LIGHT STAYED ON WHEN THE HANDLE WENT TO THE OFF POSITION. THE LEFT MAIN LANDING GEAR GREEN LIGHT CAME ON AND THE RED LIGHT ALSO REMAINED ON.									
3260 CALA	69311 23362	BOEING 7373T0				SWITCH	INOPERATIVE NLG		4/25/98 CALA9800691
THE AIRCRAFT HAD A HISTORY OF THE NOSE GEAR RED UNSAFE LIGHT ILLUMINATING IN FLIGHT. MAINTENANCE REMOVED AND REPLACED THE NOSE GEAR LOCK SWITCH IAW MM 32-61-41. THE NOSE GEAR DOWN SENSOR WAS REPLACED IAW MM 32-61-51. IN ADDITION, THE LANDING GEAR LOGIC CARDFILE UNIT WAS REPLACED AND TESTED IAW MM 32-09-20, PAGES 401-424. ALL CHECKS WERE NORMAL. THE AIRCRAFT HAS FLOWN FIVE FLIGHTS WITHOUT REPEAT OF THE PROBLEM SINCE THIS CORRECTIVE ACTION WAS IMPLEMENTED.									
3260 CALA	69311 23362	BOEING 7373T0				LOGIC CARDS	INOPERATIVE NLG		4/22/98 CALA9800687
THE NOSE GEAR RED UNSAFE AND GREEN LIGHTS REMAINED ILLUMINATED AFTER GEAR RETRACTION DEPARTING CLE. THE GEAR WAS LOWERED AND NORMAL INDICATIONS WERE SHOWN. THE AIRCRAFT WAS RETURNED TO CLE WHERE IT LANDED WITHOUT INCIDENT. MAINTENANCE REMOVED AND REPLACED THE M1215 AND M983 LANDING GEAR LOGIC CARDS. IN ADDITION, THE NLG LOCK SENSOR WAS ADJUSTED IAW MM 32-61-41, PAGES 401-406. THE GEAR WAS SWUNG SEVERAL TIMES WITH OPERATION AND INDICATIONS CHECKING GOOD.									
3260 CALA	12313 23364	BOEING 7373T0				LOGIC CARDS	INOPERATIVE NLG		8/18/97 CALA9701229
THE NOSE GEAR UNSAFE LIGHT REMAINED ILLUMINATED AFTER GEAR RETRACTION. CYCLING THE GEAR PRODUCED NO CHANGE. A VISUAL CHECK WAS PERFORMED THROUGH VIEW PORT AND GEAR WAS OBSERVED TO BE UP AND DOORS APPEARED CLOSED. THE FLIGHT WAS CONTINUED TO IAH WHERE IT LANDED WITHOUT FURTHER PROBLEM. MAINTENANCE REMOVED AND REPLACED THE M983 AND M1215 NLG LOGIC CARDS AND THE NOSE GEAR LOCK SENSOR. OPERATION AND INDICATIONS CHECKED GOOD.									
3260 CALA	33608 27321	BOEING 737524				TARGET	OUT OF ADJUST RT MLG		4/21/98 CALA9800685
THE RT MLG RED UNSAFE LIGHT REMAINED ILLUMINATED WHEN GEAR WAS EXTENDED ON APPROACH. THE GEAR WAS CYCLED AND THE RED LIGHT EXTINGUISHED. MAINTENANCE FOUND THE RT MLG DOWNLOCK SENSOR TARGET GAP OUT OF LIMITS. THE SENSOR GAP WAS ADJUSTED IAW MM 32-61-31, PAGE 403. A GEAR SWING WAS PERFORMED WITH OPERATION AND INDICATIONS CHECKING GOOD.									

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3350 USAA	227AU 21816	BOEING 737201				BATTERY S106	DISCHARGED COCKPIT		2/17/98 USAASB98043
ALB - MAINTENANCE FOUND THE COCKPIT EMERGENCY EXIT LIGHTS INOP. MAINTENANCE REMOVED AND REPLACED THE BATTERIES. OPS CHECK GOOD. (M)									
3350 USAA	249US 22756	BOEING 737201				WIRING	BROKEN CABIN		12/10/97 USAASB97339
PHL - MAINTENANCE FOUND THE LOW LEVEL EMERGENCY LIGHTING INOPERABLE FROM ROWS 1 THROUGH 7. MAINTENANCE REPAIRED WIRING AT SEAT ROW 4. OPS CHECK GOOD. (X)									
3350 TSAA	821AL 23155	BOEING 737230				BATTERY PACK 86210066	DISCHARGED CABIN		3/13/98 TSAA9833174
ON SERVICE CHECK, FOUND POSITION NR 5 EMERGENCY FLOOR LIGHT INOP. REPLACED BATTERY PACK. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 TSAA	821AL 23155	BOEING 737230				LIGHT 6013211	INOPERATIVE CABIN		3/19/98 TSAA9833184
ON SERVICE CHECK, FOUND AFT SERVICE DOOR EMERGENCY LIGHT INOP. REPLACED LIGHT ASSY. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 DALA	303DL 23075	BOEING 737232				BULB 0L3071BPEGPL	FAILED CABIN		8/17/97 DL73K971604
EMER TRACK LIGHTING FWD RED BULB BURNED OUT. RELAMPED, CKS OK.									
3350 DALA	381DL 23608	BOEING 737247			20131A	BATTERY PACK	DISCHARGED COCKPIT		11/30/97 DL73E972501
FLT DECK EMERGENCY LIGHTS INOPERATIVE. REPLACED BATTERY PACK.									
3350 TSAA	819AL 23791	BOEING 73725A				BATTERY 20131A	DISCHARGED CABIN		3/18/98 TSAA9833182
ON SERVICE CHECK, FOUND AFT SERVICE DOOR EMERGENCY EXIT LIGHT INOP. REPLACED BATTERY PACK. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 TSAA	819AL 23791	BOEING 73725A				LAMP 1317	INOPERATIVE CABIN		7/8/97 TSAA9733151
DURING OVERNIGHT CHECK, RELAMPED ROW 4 OVERHEAD RACK EMERGENCY LIGHT DUE TO INOP. OPS CHECK OK. AIRCRAFT RETURNED TO SERVICE. TAT: 26,962:28 HOURS. TAC: 20,976. (X)									
3350 TSAA	819AL 23791	BOEING 73725A				BATTERY 86210066	DISCHARGED CABIN		7/8/97 TSAA9733153
DURING OVERNIGHT CHECK, REPLACED ROW 8 AND ROW 12 EMERGENCY FLOOR LIGHT BATTERIES DUE TO LIGHT ASSY LED'S INOP. OPERATIONAL CHECK OK. AIRCRAFT RETURNED TO SERVICE. TAT: 26,966:24 HOURS. TAC: 20,986. (X)									
3350 TSAA	819AL 23791	BOEING 73725A				BATTERY 86210066	DISCHARGED CABIN		7/8/97 TSAA9733152
DURING OVERNIGHT CHECK, REPLACED ROW 6 EMERGENCY FLOOR LIGHT BATTERY DUE TO INOP. OPERATIONAL CHECK OK. AIRCRAFT RETURNED TO SERVICE. TAT: 26,962:28 HOURS. TAC: 20,976. (X)									
3350 AWXA	178AW 22645	BOEING 737277				POWER SUPPLY 900542	INOPERATIVE CABIN		12/24/97 AWXA9700710
L1 DOOR EXTERIOR EMERGENCY EXIT LIGHT INOP. REMOVED AND REPLACED M571 POWER SUPPLY, OP CHECKED GOOD ON GROUND AT THIS TIME. STC SA3432NM									

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3350 AWXA	178AW 22645	BOEING 737277				BATTERY PACK S106	DISCHARGED CABIN		12/24/97 AWXA9700713
ROW 1 TO 6 SEAT EMERGENCY EXIT LIGHT INOP. REMOVED AND REPLACED BATTERY PACK, OP GOOD. STC SA3432NM									
3350 AWXA	179AW 22646	BOEING 737277				LIGHT 1060091101	INOPERATIVE CABIN		12/29/97 AWXA9700715
L1 DOOR OVERHEAD EMERGENCY LIGHT ASSY INOP. REMOVED AND REPLACED EMERGENCY LIGHT ASSY. STCSA3432NM									
3350 AWXA	186AW 22653	BOEING 737277				BATTERY 900835A	DISCHARGED CABIN		12/9/97 AWXA9700690
E-LIGHT ON ROWS 1 THROUGH 6 ARE ON DIMLY LIT AND WHEN COCKPIT SWT (EMERGENCY EXIT LIGHT) IS SELECTED ON THEY GO OFF. ALL OTHER EMERGENCY LIGHTS OPERATE NORMAL. REPLACED BATTERY CARTRIDGE ASSY, OPS CHECK GOOD. STC NR : SA3432NM.									
3350 AWXA	187AW 22654	BOEING 737277				BATTERY S106	DISCHARGED CABIN		12/12/97 AWXA9700692
RT EMERGENCY LIGHT AFT OF OVERWING DOOR INOP. RELAMPED, NO HELP. REPLACED AFT RIGHT BAG PIT BATTERY, SYS OPS GOOD. STC NR SA3432NM									
3350 ASAA	730AS 22577	BOEING 737290C				WIRING	BROKEN CABIN		6/2/97 ASAA9710043
ANC - DURING MAINTENANCE CHECK, THE SEAT PALLET EMERGENCY EXIT FLOOR TRACK LIGHT WAS FOUND TO BE INOPERATIVE AT ROW 18. FOUND WIRE BROKEN AT SOCKET. REMOVED SEAT PALLET FROM AIRCRAFT TO FACILITATE REPAIR TO WIRE. (M)									
3350 ASAA	730AS 22577	BOEING 737290C				BATTERY 4532785	DISCHARGED CABIN		6/1/97 ASAA9710042
SEA - DURING MAINTENANCE CHECK, THE CABIN SMOKE BARRIER 'EXIT TO REAR' EMERGENCY SIGN LIGHTS WERE FOUND TO BE VERY DIM. REPLACED BATTERY AND LIGHTS OPERATED NORMALLY. (M)									
3350 ASAA	740AS 22578	BOEING 737290C				WIRING	DISCONNECTED CABIN		6/21/97 ASAA9710048
SEA - DURING MAINTENANCE CHECK, THE EMERGENCY EXIT FLOOR TRACK LIGHTS WERE FOUND INOPERATIVE AT ROW 16. REPAIRED DISCONNECTED WIRING AND LIGHTS OPERATED NORMALLY. (M)									
3350 ASAA	742AS 23136	BOEING 737290C				BATTERY PACK 8821004	DISCHARGED PALLET 9-2		1/25/98 ASAA9810011
SEA - DURING MAINTENANCE CHECK, THE EMERGENCY EXIT TRACK LIGHTS WERE FOUND TO BE INOPERATIVE AT PALLET POSITIONS 9-2 AND 10-6. REPLACED BOTH BATTERY PACKS AND THE RECEIVER ON PALLET 9-2 AND LIGHTS OPERATED NORMALLY. (M)									
3350 ASAA	742AS 23136	BOEING 737290C				RECEIVER 883200312	INOPERATIVE PALLET 10-6		1/25/98 98ZZM287
SEA - DURING MAINTENANCE CHECK, THE EMERGENCY EXIT TRACK LIGHTS WERE FOUND TO BE INOPERATIVE AT PALLET POSITIONS 9-2 AND 10-6. REPLACED BOTH BATTERY PACKS AND THE RECEIVER ON PALLET 9-2 AND LIGHTS OPERATED NORMALLY. (M)									
3350 TSAA	726AL 22426	BOEING 737297				BATTERY PACK 86210066	DISCHARGED CABIN		3/14/98 TSAA9833175
ON SERVICE CHECK, FOUND POSITION NR 1 EMERGENCY FLOOR LIGHTING BATTERY LOW. REPLACED BATTERY PACK. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 TSAA	726AL 22426	BOEING 737297				LIGHT 8731002511	INOPERATIVE CABIN		6/28/97 TSAA9733145
MAINTENANCE REPORT: FORWARD SERVICE DOOR EXIT IDENTIFIER LIGHT ASSY INOPERABLE. ONLY RECEIVING ONE TRANSMITTER. REPLACED EXIT IDENTIFIER LIGHT ASSY. OPS CHECK OK. AIRCRAFT CHECK OK. (X)									

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3350 TSAA	726AL 22426	BOEING 737297				LIGHT 8731002511	INOPERATIVE CABIN		6/28/97 TSAA9733146
MAINTENANCE REPORT: FORWARD ENTRY DOOR EXIT IDENTIFIER LIGHT ASSY INOP. ONLY RECEIVING ONE TRANSMITTER. REPLACED EXIT IDENTIFIER LIGHT ASSY. OPS CHECK OK. AIRCRAFT RETURNED TO SERVICE. (X)									
3350 ASAA	745AS 20794	BOEING 737298C				BATTERY 8621014	DISCHARGED CABIN		6/13/97 ASAA9710046
SEA - DURING MAINTENANCE CHECK, THE 'EXIT TO REAR' LIGHT ON THE SMOKE BARRIER WAS FOUND INOPERATIVE. REPLACED BATTERY AND LIGHT OPERATED NORMALLY. (M)									
3350 ASAA	745AS 20794	BOEING 737298C				BATTERY 8821004	DISCHARGED CABIN		6/19/97 ASAA9710047
SEA - DURING MAINTENANCE CHECK, THE EMERGENCY EXIT FLOOR TRACK LIGHTS WERE FOUND INOPERATIVE ON PALLET NR 7-10. REPLACED BATTERY IN RECEIVER AND LIGHTS OPERATED NORMALLY. (M)									
3350 USAA	277AU 22889	BOEING 7372B7				POWER SUPPLY 900835A	FAILED CABIN		12/23/97 USAASB97345
CMH - MAINTENANCE FOUND THE MID CABIN EMERGENCY LIGHT AISLE SIGN INOP. MAINTENANCE REMOVED AND REPLACED THE BATTERY POWER SUPPLY. OPS CHECK GOOD. (M)									
3350 AWXA	138AW 22792	BOEING 7372E3				BATTERY PACK 900542	DISCHARGED CABIN		4/17/98 AWXA9800107
DURING ROUTINE MAINTENANCE CHECK, FOUND BOTH L2 AND R2 EXTERIOR EMERG EXIT LIGHTS FAIL 4 MIN CAP TEST. REMOVED AND REPLACED BATTERY PACK FOR L2 AND R2 EXTERIOR EMERG EXIT LGHTS, SYSTEM OPS CHECKS GOOD.									
3350 AWXA	138AW 22792	BOEING 7372E3				POWER SUPPLY	INOPERATIVE CABIN		12/15/97 AWXA9700693
AFT LEFT AND RIGHT ESCAPE SLIDE EMERGENCY LIGHT INOP. REMOVED AND REPLACED POWER SUPPLY, OPS CK GOOD. STC NR SA3432NM									
3350 TSAA	802AL 22148	BOEING 7372S5C				COVER 11036825	LOOSE CABIN		12/5/97 TSAA9733330
PILOT REPORT NR 1- FLT 207 - AFT SERVICE DOOR EXIT LIGHT COVER FALLS OFF. REPLACED COVER. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. TAT: 32,249:18 HOURS. TAC: 60,357 HOURS. (X)									
3350 AWXA	149 22575	BOEING 7372U9				BATTERY PACK 1000182	DISCHARGED CABIN		12/26/97 AWXA9700714
OVERWING EMERGENCY LIGHT INOP, MEL IS DAY OPS ONLY. REPLACED BATTERY PACK, OPS CK GOOD. STCSA3432NM									
3350 TSAA	816AL 23122	BOEING 7372X6C				BATTERY PACK 86210066	DISCHARGED CABIN		3/19/98 TSAA9832183
ON SERVICE CHECK, FOUND POSITION NR 6 EMERGENCY FLOOR LIGHT INOP. REPLACED BATTERY PACK, OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 USAA	351US 23554	BOEING 737301				BATTERY PACK AD20131A	DISCHARGED CABIN		2/24/98 98ZZM320
ALB - MAINTENANCE FOUND THE EMERGENCY EXIT LIGHT OVER SEAT ROW 10ABC WOULD NOT ILLUMINATE DURING OPERATIONAL TEST OF EMERGENCY LIGHTS. MAINTENANCE FOUND THE EMERGENCY EXIT LIGHT WAS SHORTED. REMOVED AND REPLACED THE LIGHT ASSEMBLY, EXIT SIGN, BATTERY PACK AND CHARGER ASSEMBLY FOR SEAT ROW 10ABC. OPERATIONAL CHECK GOOD. (M)									

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3350 USAA	351US 23554	BOEING 737301				LIGHT 1011143	INOPERATIVE CABIN	2/24/98	USAASB98047
ALB - MAINTENANCE FOUND THE EMERGENCY EXIT LIGHT OVER SEAT ROW 10ABC WOULD NOT ILLUMINATE DURING OPERATIONAL TEST OF EMERGENCY LIGHTS. MAINTENANCE FOUND THE EMERGENCY EXIT LIGHT WAS SHORTED. REMOVED AND REPLACED THE LIGHT ASSEMBLY, EXIT SIGN, BATTERY PACK AND CHARGER ASSEMBLY FOR SEAT ROW 10ABC. OPERATIONAL CHECK GOOD. (M)									
3350 USAA	351US 23554	BOEING 737301				SIGN 1012623	INOPERATIVE CABIN	2/24/98	98ZZZM319
ALB - MAINTENANCE FOUND THE EMERGENCY EXIT LIGHT OVER SEAT ROW 10ABC WOULD NOT ILLUMINATE DURING OPERATIONAL TEST OF EMERGENCY LIGHTS. MAINTENANCE FOUND THE EMERGENCY EXIT LIGHT WAS SHORTED. REMOVED AND REPLACED THE LIGHT ASSEMBLY, EXIT SIGN, BATTERY PACK AND CHARGER ASSEMBLY FOR SEAT ROW 10ABC. OPERATIONAL CHECK GOOD. (M)									
3350 USAA	351US 23554	BOEING 737301				CHARGER 20121	FAILED CABIN	2/24/98	98ZZZM321
ALB - MAINTENANCE FOUND THE EMERGENCY EXIT LIGHT OVER SEAT ROW 10ABC WOULD NOT ILLUMINATE DURING OPERATIONAL TEST OF EMERGENCY LIGHTS. MAINTENANCE FOUND THE EMERGENCY EXIT LIGHT WAS SHORTED. REMOVED AND REPLACED THE LIGHT ASSEMBLY, EXIT SIGN, BATTERY PACK AND CHARGER ASSEMBLY FOR SEAT ROW 10ABC. OPERATIONAL CHECK GOOD. (M)									
3350 AWXA	167AW 23628	BOEING 73733A				BATTERY CHARGER 20121	INOPERATIVE CABIN	12/19/97	AWXA9700704
AFT GALLEY EMERGENCY LIGHT INOP. REPLACED BATTERY CHARGER IN AFT GALLEY, OPS CK GOOD. STC NR SA3432NM									
3350 AWXA	175AW 23634	BOEING 73733A				LIGHT 106091101	INOPERATIVE CABIN	12/16/97	AWXA9700695
EMERGENCY EXIT LIGHT ON SEAT 5L IS INOP. REPLACED LIGHT ASSY, OPS CK GOOD.									
3350 DALA	312WA 23598	BOEING 737347				BATTERY PACK	DISCHARGED GALLEY	2/13/98	DL733980378
ON PREFLIGHT FOUND LAST SECTION OF EMERGENCY TRACK LIGHTING INOP. FOUND BATTERY PACK BAD AND WIRE SHORTED ABOVE AFT GALLEY. REPLACED PACK AND SECTION OF WIRE CHECKS GOOD. ALSO, REPLACED BATTERY.									
3350 USAA	507AU 23382	BOEING 7373B7				BATTERY CHARGER 110049	FAILED CABIN	2/2/98	USAASB98042
ORD - MAINTENANCE FOUND A SECTION OF LOW LEVEL EMERGENCY LIGHTS INOP IN THE FORWARD CABIN. MAINTENANCE REMOVED AND REPLACED THE FORWARD BATTERY CHARGER ASSEMBLY FOR THE LOW LEVEL EMERGENCY LIGHTS. ALSO, REPLACED BROKEN LIGHT SOCKET (P/N 08169-1), AND LENS (P/N 07912) AT ROW 3. OPERATIONAL CHECK GOOD. (M)									
3350 AWXA	155AW 23777	BOEING 7373G7				LIGHT 1060091101	MISSING CABIN	12/5/97	AWXA9700689
E/L LIGHT MISSING AT 14C. INSTALLED LIGHT ASSY.									
3350 AWXA	305AW 24012	BOEING 7373G7				LIGHT BCREF4146	INOPERATIVE CABIN	8/9/97	AWXA9700452
DURING ROUTINE MAINTENANCE CHECK, FOUND EMERGENCY EXIT OVERHEAD LIGHT INOP AT ROW 13. REMOVED AND REPLACED LIGHT ASSEMBLY, OPS CHECK GOOD. STC - BOEING STANDARD.									
3350 AWXA	322AW 25400	BOEING 7373G7				WIRE	DAMAGED CABIN	12/28/97	AWXA9700716
DURING ROUTINE MAINTENANCE CHECK, FOUND EMERGENCY SEAT LIGHTING ROWS 11 TO 19 INOP. REPAIRED DAMAGED SIDEWALL WIRE AT ROW 18, OPS CK GOOD. STC SA3432NM									

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3350 SWAA	332SW 23696	BOEING 7373H4				LIGHT	INOPERATIVE CABIN		4/5/98 SWAA980499
DURING SCHEDULED C3 CHECK, FOUND EMERGENCY FLOOR TRACK LIGHTING INOP AT ROW 22DEF. RELAMPED PER BOEING M/M.									
3350 SWAA	351SW 24572	BOEING 7373H4				SIGN	BROKEN CABIN		3/29/98 SWAA980440
DURING WALKAROUND CHECK, FOUND EMERGENCY EXIT SIGN RT SIDE BROKEN AT OVERWING EXIT DOOR. REMOVED AND REPLACED EXIT SIGN, OPS CHECKED PER BOEING MM.									
3350 SWAA	687SW 23388	BOEING 7373Q8				BATTERY 6104781	DISCHARGED CABIN		1/12/98 SWAA980035
DURING SCHEDULED TERMINAL CHECK, FOUND AFT SERVICE DOOR EMERGENCY EXIT LIGHT INOP. REMOVED AND REPLACED CHARGER AND BATTERY PER BOEING M/M.									
3350 AWXA	316AW 23713	BOEING 7373S3				CONNECTOR	FAILED CABIN		12/21/97 AWXA9700705
EMERGENCY EXIT LIGHT IN ENTRY WAY NEAR DOOR L1 INOP. REPAIRED LIGHT CONNECTOR, FUNCTION CK OK. STC NR SA3432NM									
3350 CALA	14337 23575	BOEING 7373T0			RADIANT	BATTERY 20131A	DISCHARGED CABIN		3/17/98 CALA9800470
THE FORWARD SERVICE DOOR EXIT SIGN FAILED TEN MINUTE BURN DURATION TEST. THE BATTERY WAS REPLACED AND A WIRE WAS RECONNECTED, OPERATIONAL TEST WAS GOOD.									
3350 USAA	411US 23880	BOEING 737401				BATTERY PACK AD20131A	DISCHARGED CABIN		2/15/98 USAASB98039
EWR - MAINTENANCE FOUND THE EMERGENCY EXIT LIGHTS ON SEAT ROWS 20 THROUGH 24 AND THE AFT DOORS INOP. MAINTENANCE REMOVED AND REPLACED THE AFT RIGHT BATTERY PACK. OPS CHECK GOOD. (M)									
3350 USAA	422US 23989	BOEING 737401				FUSE 210310005	BLOWN CABIN		4/2/98 USAASB98085
ROC - MAINTENANCE FOUND THE FOLLOWING EMERGENCY LIGHTS INOP DURING THE OVERNIGHT CHECK, LEFT OVERWING HATCH SIGN L751, RIGHT EXTERIOR AFT OVERWING FLOOD LIGHT L548 AND THE AISLE LOW LEVEL LIGHTING AT SEAT ROWS 6 THROUGH 9. MAINTENANCE RELAMPED THE EXTERIOR AFT OVERWING FLOOD LIGHT L548 AND REMOVED AND REPLACED THE FUSE IN THE POWER SUPPLY FOR OVERWING HATCH SIGN L751 AND THE AISLE LOW LEVEL LIGHTING AT SEAT ROWS 6 THROUGH 9. OPERATIONAL CHECK GOOD. (M)									
3350 USAA	425US 23992	BOEING 737401				BATTERY PACK AD20131A	DISCHARGED CABIN		12/7/97 USAASB97334
CLE - MAINTENANCE FOUND THE AFT LEFT EMERGENCY EXIT LIGHT BATTERY PACK INOPERABLE. MAINTENANCE REMOVED AND REPLACED THE BATTERY PACK. OPS CHECK NORMAL. (X)									
3350 USAA	434US 24556	BOEING 7374B7				BATTERY PACK AD20131A	DISCHARGED CABIN		12/6/97 USAASB97333
ABL - MAINTENANCE FOUND THE BULLNOSE EMERGENCY EVACUATION LIGHTS INOPERABLE AT ROWS 14 AND 18 RIGHT, AND ROWS 16 AND 24 LEFT. MAINTENANCE REMOVED AND REPLACED THE BATTERY PACK AT ROW 20, 5 INCHES RIGHT OF CENTER. OPS CHECK GOOD. (X)									
3350 USAA	438US 24560	BOEING 7374B7				LIGHT 30043229	FAILED CABIN		3/17/98 USAASB98067
PHL - PILOT REPORTED THE EMERGENCY PATH LIGHTING WAS INOP AT SEAT ROWS 24 AND 25ABC. MAINTENANCE REMOVED AND REPLACED THE LEFT AFT ESCAPE SLIDE LIGHT ASSEMBLY. OPS CHECK GOOD. (M)									

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3350 USAA	442US 24841	BOEING 7374B7				BATTERY PACK AD20131A	DISCHARGED CABIN		3/29/98 USAASB98083
ALB - MAINTENANCE FOUND THE FOLLOWING EMERGENCY LIGHTS THROUGHOUT THE CABIN INOP, ROW 1 AND 2 SEAT MOUNTED EVACUATION LIGHTS, FORWARD ENTRY CEILING EXIT SIGN, ROW 2 LEFT AND ROW 4 RIGHT BULLNOSE LIGHTS, AFT ENTRY AND AFT SERVICE DOOR EXIT SIGNS, AFT PASSENGER DOOR SIDEWALL AND BULLNOSE EXIT SIGNS, ROWS 20 THROUGH 23 SEAT MOUNTED EVACUATION LIGHTS AND ROW 25 RIGHT BULLNOSE LIGHTS. MAINTENANCE REMOVED AND REPLACED THE BATTERY PACKS IN THE FORWARD AND AFT ENTRY CEILINGS, LEFT SIDE. OPS CHECK GOOD. (M)									
3350 USAA	442US 24841	BOEING 7374B7				WIRE	BROKEN CABIN		3/30/98 USAASB98084
MCI - MAINTENANCE FOUND THE FORWARD CABIN EMERGENCY LIGHTS ILLUMINATE WITH SWITCH IN THE OFF POSITION. MAINTENANCE FOUND A BROKEN WIRE AT PIN NR 2 OF THE SWITCH. REPAIRED SAME. OPS CHECK GOOD. (M)									
3350 ASAA	763AS 25100	BOEING 7374Q8				WIRING	DISCONNECTED CABIN		6/25/97 ASAA9740029
SNA - FLT 445 - PRIOR TO DEPARTURE, CREW REPORTED THE TWO FORWARD AND THE SECOND FROM AFT EMERGENCY EXIT FLOOR TRACK LIGHTS WERE INOPERATIVE. RECONNECTED THE FORWARD LIGHTS, RELAMPED AND REPLACED LENS ON THE AFT LIGHT. ALL LIGHTS OPERATED NORMALLY. (M)									
3350 ASAA	772AS 25105	BOEING 7374Q8				LIGHT 8100022607	INOPERATIVE CABIN		6/22/97 ASAA9740027
SEA - DURING MAINTENANCE CHECK, THE EMERGENCY EXIT FLOOR TRACK LIGHTING IN THE AREA OF ROW 20 WERE FOUND TO BE INOPERATIVE AND WIRING EXPOSED. REPLACED TWO LIGHT ASSEMBLIES AND LIGHTS OPERATED NORMALLY. (M)									
3350 ASAA	775AS 25108	BOEING 7374Q8				WIRING	DISCONNECTED CABIN		6/11/97 ASAA9740024
SNA - FLT 445 - PRIOR TO FLIGHT, THE AFT SIX EMERGENCY EXIT FLOOR TRACK LIGHTS WERE FOUND TO BE INOPERATIVE. REPAIRED WIRE CONNECTION AND LIGHTS OPERATED NORMALLY. (M)									
3350 ASAA	776AS 25109	BOEING 7374Q8				WIRING	DISCONNECTED CABIN		1/27/98 ASAA9840018
PDX - FLT 424 - PRIOR TO FLT, THE EMERGENCY FLOOR TRACK LIGHTS WERE FOUND TO BE INOPERATIVE AT ROWS 22-25. RECONNECTED LIGHTS AND LIGHTS OPERATED NORMALLY. (M)									
3350 ASAA	786AS 24795	BOEING 7374S3				WIRING	DISCONNECTED CABIN		6/3/97 ASAA9740022
SEA - DURING MAINTENANCE CHECK, THE EMERGENCY EXIT FLOOR TRACK LIGHTS WERE FOUND TO BE INOPERATIVE AT ROWS 5-12. RECONNECTED WIRING AND LIGHTS OPERATED NORMALLY. (M)									
3350 ASAA	786AS 24795	BOEING 7374S3				BATTERY PACK S283T0143	DISCHARGED CABIN		6/24/97 ASAA9740028
SEA - DURING MAINTENANCE CHECK, THE L-1 DOOR EMERGENCY EXIT IDENTIFIER AND THE EMERGENCY EXIT FLOOR TRACK LIGHTS AT ROWS 4 THROUGH 9 WERE FOUND INOPERATIVE. REPLACED BATTERY PACK/CHARGER, LIGHTS OPERATED NORMALLY. (M)									
3350 ASAA	786AS 24795	BOEING 7374S3				LAMP 0105606003	INOPERATIVE CABIN		6/15/97 ASAA9740025
SEA - DURING MAINTENANCE CHECK, THE AFT SIX EMERGENCY EXIT TRACK LIGHTS WERE FOUND INOPERATIVE. REPLACED THREE TRACK LIGHT MODULES AND LIGHTS OPERATED NORMALLY. (M)									
3350 SWAA	503SW 24180	BOEING 7375H4				LIGHT A3060195102	INOPERATIVE CABIN		3/13/98 SWAA980272
DURING EMERGENCY ESCAPE SLIDE TEARDOWN IN SHOP, FOUND ONE LIGHT STRIP LAMP INOP. REMOVED AND REPLACED PER BOEING MM.									

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3350 SWAA	512SW 24189	BOEING 7375H4				LIGHT A3061095102	FAILED CABIN		1/14/98 SWAA980037
DURING ROUTINE SLIDE DISASSEMBLY AND CHECK, FOUND ONE EMERGENCY SLIDE LIGHT INOP ON LIGHT STRIP. REMOVED AND REPLACED LIGHT PER BOEING M/M.									
3425 USAA	411US 23880	BOEING 737401				ADI 329B8J	FAILED FLIGHT COMPT	32132	3/19/98 USAASB98069
PIT - FLT 1498 - UPON CLIMB-OUT FROM PIT, CAPTAINS ATTITUDE INDICATOR FAILED. DECISION WAS MADE TO RETURN TO FIELD AT PIT. FLIGHT LANDED WITHOUT FURTHER INCIDENT. NO EMERGENCY WAS DECLARED. MAINTENANCE REMOVED AND REPLACED THE CAPTAINS ATTITUDE DIRECTION INDICATOR. SYSTEM FUNCTIONAL CHECK GOOD. (M)									
3425 USAA	420US 23987	BOEING 737401				ADI 7725005009	FAILED COCKPIT	19335	2/22/98 USAASB98046
CLT - FLT 1699 - SHORTLY AFTER TAKEOFF FROM CLT, THE FIRST OFFICERS ADI FLAG CAME INTO VIEW AND BECAME UNRELIABLE. THE DECISION WAS MADE TO RETURN TO FIELD AT CLT FOR MAINTENANCE. FLIGHT LANDED WITHOUT FURTHER INCIDENT. NO EMERGENCY WAS DECLARED. MAINTENANCE REMOVED AND REPLACED THE FIRST OFFICERS ADI. OPERATIONAL CHECK AND FUNCTIONAL CHECK GOOD. (M)									
3451 W8PA	961WP 23332	BOEING 7373L9				DME ANTENNA	CORRODED BS 360		4/4/97 W8PA970523
WHILE WORKING FUSELAGE 195 CUS ID NR 0000536 FOUND DME ANTENNA AT BS 360, BL 0, WL 148 TO BE CORRODED AT MATING SURFACE. REPLACED DME ANTENNA AT BS 360, WL 148. (M)									
3810 W8PA	961WP 23332	BOEING 7373L9				LINKAGE	CORRODED BS 955		4/1/97 W8PA970521
FOUND CORROSION ON POTABLE WATER SERVICE PAN PITCH CONTROL ROD END ARM NEXT TO WATER TANK, BS 955, LBL 8, WL 148, ABOVE STRINGER 28R. REMOVED CORRODED PARTS AND INSTALLED NEW PARTS BS 955, LBL 8, WL 148. (M)									
3810 W8PA	961WP 23332	BOEING 7373L9				LINKAGE	CORRODED BS 959		4/1/97 W8PA970522
FOUND CORROSION ON POTABLE WATER VERTICAL PITCH ROD ATTACH LINKAGE, BS 959, LBL 23, WL 202. REMOVED CORRODED PARTS AND REPLACED WITH NEW PARTS, BS 959, LBL 23, WL 202. (M)									
3830 W8PA	961WP 23332	BOEING 7373L9				RETAINER	CORRODED BS 944		4/3/97 W8PA970511
FOUND CORROSION ON TOILET DRAIN RETAINING RING AND ON NUTPLATES BS 944, LBL 51, WL 208. INSTALLED SERVICEABLE RING. (M)									
3830 W8PA	961WP 23332	BOEING 7373L9				RING	CORRODED BS 934		4/3/97 W8PA970526
FOUND CORROSION ON NUTPLATES AROUND TOILET DRAIN RETAINING RING, BS 934, LBL 51, WL 208. INSTALLED SERVICEABLE RING AS PER SRM 51-10-02. (M)									
4950 AWXA	326AW 23258	BOEING 737301				APU 0007352	FAILED AFT FUSELAGE		4/19/98 AWXA9800108
AFTER TAKEOFF FUMES SMELLED IN FLT DECK AND CABIN. LATER IN FLIGHT FUMES DID NOT DIMINISH MUCH AND APPEARED TO BE COMING FROM ATR CONDITIONING SYSTEM, DEFERRED. REMOVED AND REPLACE L AND R PACK COALESCER BAGS. PLACARDED APU INOPERATIVE PER MEL 49-01 C/N 90788. ENGINE OPS AND EXTENDED PACK RUNS ELIMINATED RESIDUAL AROMA FROM ECS. VERIFIED APU BLEED WAS SOURCE AFTER ISOLATION. REMOVED AND REPLACED APU PER R6D49004, OPS GOOD MEL CLEARED.									
5210 W8PA	961WP 23332	BOEING 7373L9				GATE	CRACKED BS 310		4/28/97 W8PA970513
FOUND FORWARD ENTRY DOOR UPPER GATE HAS A 1.5 INCH CRACK AT THE FORWARD SIDE OF THE CONTROL ROD LUG. REMOVED FORWARD ENTRY DOOR UPPER GATE AND INSTALLED NEW UPPER GATE, BS 310-348, WL 287. (M)									

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5230 CALA	39340 23578	BOEING 7373T0				FRAME	CRACKED CARGO DOOR		4/23/98 CALA9800695
INSPECTION FOUND A 6 CRACK AT LOWER FORWARD CORNER OF FORWARD CARGO DOOR SIDE FRAME WEB. A REPAIR WAS INSTALLED IAW ECRA 5234-01003.									
5240 USAA	223US 21665	BOEING 737201				SKIN	CRACKED SERVICE DOOR	51546	2/19/98 USAA980072
INT - DURING Q-4 CHECK VISUAL INSPECTION, FOUND .125 INCH CRACK IN SKIN AT WINDOW FORWARD SERVICE DOOR. INSTALLED DOUBLER, REPAIRED PER T/R 52-10-01 A. (M)									
5242 USAA	577US 23742	BOEING 737301				DOOR	NOT CLOSED E/E COMPT		4/2/98 USAASB98087
CLT - FLT 84 - AFTER TAKEOFF, AIRCRAFT WOULD NOT PRESSURIZE AND THE COCKPIT WAS EXTREMELY NOISY. FLIGHT RETURNED TO FIELD AT CLT AND LANDED WITHOUT FURTHER INCIDENT. NO EMERGENCY WAS DECLARED. MAINTENANCE FOUND THE E/E DOOR OPEN AND ALSO FOUND THE DOOR INDICATION IN THE COCKPIT WAS INOP. DOOR WAS CLOSED AND THE FLIGH TWAS DISPATCHED WITH THE E/E DOR LIGHT INDICATION ON MEL. (M)									
5247 SWAA	087SW 22903	BOEING 7372H4				DOUBLER	CRACKED APU DOOR		3/13/98 SWAA980274
DURING SCHEDULED C3 CHECK, FOUND APU DOOR FWD HINGE AFT ANGLE BRACKET DOUBLER CRACKED IN RADIUS. REPAIRED PER BOEING SRM.									
5311 USAA	223US 21665	BOEING 737201				FRAME	CRACKED BS 328	51546	2/19/98 USAA980075
INT - DURING Q-4 CHECK VISUAL INSPECTION FOUND 1.7 INCH CRACK IN WEB OF FRAME BS 328 BETWEEN S20R AND S21R WEB AREAS OF FRAME. INSTALLED DOUBLER OVER STOP DRILLED CRACKED AREA IN WEB, REPAIRED PER AIW SRM 51-40-2 AND BOEING PRING NR 65-45812. (M)									
5311 USAA	240AU 22355	BOEING 737201				FRAME	CRACKED BS 639	42621	5/21/97 USAA970201
INT - DURING Q-5 CHECK VISUAL INSPECTION, FOUND 1.5 INCH CRACK BS 639 STRINGER 16L FRAME. INSTALLED REPAIR PER DRAWING 65C31658. (M)									
5311 USAA	254AU 22796	BOEING 737201				FRAME	CRACKED BS 616	40136	2/23/98 USAA980093
INT - DURING Q-3 CHECK VISUAL INSPECTION, FOUND .75 INCH CRACK STATION 616 FRAME INBOARD CHORD RBL 62.5, WL 202 FRAME. FABRICATED AND INSTALLED DOUBLER, REPAIRED PER EA 43551. (M)									
5311 USAA	254AU 22796	BOEING 737201				FRAME	CRACKED BS 616	40136	2/23/98 USAA980094
INT - DURING Q-3 CHECK VISUAL INSPECTION FOUND, .75 INCH CRACK STATION 616 FRAME INBOARD CHORD, LBL 62.5 WL 202 FRAME. FABRICATED AND INSTALLED REPAIR ANGLE, REPAIRED PER EA 43552. (M)									
5311 USAA	254AU 22796	BOEING 737201				FRAME	CRACKED BS 328	40136	2/23/98 USAA980086
INT - DURING Q-3 CHECK VISUAL INSPECTION, FOUND CRACK .5 INCH AT STATION 328 STRINGER 20R FRAME. INSTALLED REPAIR DOUBLER, REPAIRED PER SRM 51-40-3. (M)									
5311 USAA	254AU 22796	BOEING 737201				FRAME	CRACKED BS 947	40136	2/23/98 USAA980085
INT - DURING Q-3 CHECK VISUAL INSPECTION, FOUND CRACK 1.25 INCH LONG AFT ENTRANCE DOOR FRAME STATION 947 STRINGER 11L WEB (FRAME). INSTALLED DOUBLER ON EXISTING WEB, REPAIRED PR TR 53-30-07. (M)									
5311 USAA	259AU 22806	BOEING 737201				FRAME	CORROSION BS 787	39110	2/23/98 USAA980104
INT - DURING Q-6 CHECK VISUAL INSPECTION, FOUND 2 INCH BY 6 INCH CORROSION BS 787 BETWEEN STRINGER 26R AND STRINGER 27R. CUTOUT CORRODED AREA AND INSTALLED REPAIR SKIN ATTACH ANGLE, REPAIRED PER SRM 53-10-4 FIG 7. CORROSION TASK NR C53-208-01, CORROSION LEVEL 2. (M)									

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5311 USAA	259AU 22806	BOEING 737201				FRAME	CORRODED BS 286	39110	2/23/98 USAA980102
INT - DURING Q-6 CHECK VISUAL INSPECTION, FOUND 3 INCH BY 4 INCH CORROSION BS 286, STRINGER 28L FRAME WEB. CUTOUT CORRODED SECTION OF FRAME WEB AND INSTALLED NEW SECTION, REPAIRED PER SRM 51-40-02. CORROSION TASK NR C53-202-01, CORROSION LEVEL 2. (M)									
5311 P2EA	603DJ 19955	BOEING 737222				FRAME	CRACKED BS 500		1/26/98 P2EA98005
SJO - DURING C-CHECK, FUSELAGE FRAME, UPPER FLANGE CRACKED, IN FORWARD CARGO COMPARTMENT AT BS 500, BETWEEN STRINGER 19L AND 21L, CRACK SIZE 11 INCH BY 4 INCH. REPAIRED FUSELAGE FRAME CRACK, PER SRM 53-10-4 FIG 1. (M)									
5311 P2EA	620PC 19708	BOEING 737244				FRAME	CRACKED BS 1040		2/4/98 P2EA98027
SJO - DURING C-CHECK, FOUND TAIL COMPARTMENT STATION 1040, STRINGER 8R, FRAME HAS CRACKS. REPAIRED FRAME AT STATION 1040, BETWEEN STRINGER 8 AND 10 RT, PER SRM 53-10-4, FIG 4. (M)									
5311 USAA	286AU 23133	BOEING 7372B7				FRAME	CRACKED BS 616	35038	4/22/97 USAA970153
INT - DURING Q-5 CHECK VISUAL INSPECTION, FOUND .5 INCH CRACK AT LOWER FASTENER HOLE OF FRAME INNER CHORD BS 616 RT WL 203. REPAIRED CHORD ANGLE, REPAIRED PER EA 42310. (M)									
5311 SWAA	55SW 21593	BOEING 7372H4				FRAME	CORRODED BS 834		3/16/98 SWAA980317
DURING SCHEDULED 1/4 D-CHECK, FOUND CORRODED BELT FRAME AT BS 834 STR 27R AT SHEAR TIE. REMOVED AND REPLACED PER BOEING SRM.									
5311 W8PA	949WP 23230	BOEING 737301				FRAME	DENTED BS 807		4/26/97 W8PA970540
DENT IN FRAME T BS 807, WL 159.5, LBL 24. REMOVED DENT AT FRAME 807, WL 159.5, LBL 24 IAW SRM 53-00-07. FABRICATED REPAIR PARTS IAW SRM 53-00-07. INSTALLED ALL REPAIR PARTS AND FASTENERS PER SRM 53-00-07. REPAIR DUE TO DENT OUT OF LIMITS PER SRM 53-00-07. (M)									
5311 W8PA	949WP 23230	BOEING 737301				FRAME	CORRODED BS 1006		4/22/97 W8PA970543
FOUND CORROSION ON FRAME FORWARD SIDE BS 1006, WL 185, LBL 6. BLENDED CORROSION, FOUND TO BE OUT OF LIMITS, FABRICATED AND INSTALLED REPAIR PARTS PER SRM 53-00-07, 51-40-01, 51-40-02 AND MM 51-21-99. (M)									
5311 W8PA	949WP 23230	BOEING 737301				FRAME	DENTED BS 787		4/29/97 W8PA970555
WHILE WORKING FUSELAGE 217 CUST ID NR 590, FOUND DENT IN FRAME AT BS 787, RBL 25, WL 158. REMOVED AND REPLACED DAMAGED AREA WITH DOUBLER PER SRM 51-40-01. (M)									
5311 W8PA	949WP 23230	BOEING 737301				FRAME	CRACKED BS 294.5		5/3/97 W8PA970558
FOUND FRAME CRACKED BS 294.5 RBL 57 WL 209. REMOVED CRACKED FRAME BS 294.6 RBL 57 WL 209 AND INSTALLED NEW PART PER SRM 51-40-05. (M)									
5311 USAA	373US 22952	BOEING 7373B7				FRAME 65458071	CRACKED BS 291.5	37485	12/14/97 USAA970367
CLT - DURING Q-2 CHECK VISUAL INSPECTION, FOUND A .750 INCH CRACK AT BS 291.5 S17R SERVICE DOOR FORWARD/FRAME FLOOR AT Z-ANGLE. INSTALLED FILLER DOUBLER PER REPAIR DOCUMENT SRM 51-70-11. (X)									

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5311 USAA	505AU 23380	BOEING 7373B7				FRAME	CORROSION BS 847	35831	3/23/98 USAA980B1
INT - DURING Q-5 CHECK VISUAL INSPECTION, FOUND 4 INCH LONG BY 1 INCH WIDE CORROSION BS 847 OVER STRINGER 26R TO STRINGER 25R FRAME. INSTALLED REPAIR DOUBLER, REPAIRED PER SRM 53-00-51 FIG 203. CORROSION LEVEL 2, CORROSION TASK NR C53-208-01. (M)									
5311 SWAA	691SW 23781	BOEING 7373G7				FRAME	DENTED BS 727		3/13/98 SWAA980285
DURING SCHEDULED D-CHECK, FOUND DENT IN FRAME AT BS 727D, RBL 30 WL 159. REPAIRED PER BOEING SRM.									
5311 SWAA	691SW 23781	BOEING 7373G7				FRAME	CORRODED BS 500		3/14/98 SWAA980308
DURING SCHEDULED D-CHECK, FOUND CORROSION AROUND NUTPLATE ON FRAME AT BS 500 RBL 25 WL 158. REPAIRED PER BOEING SRM.									
5311 SWAA	690SW 23783	BOEING 7373G7				FRAME	GOUGED BS 500		3/28/98 SWAA980429
DURING SCHEDULED D-CHECK, FOUND FWD CARGO BAY DOOR CUTOUT AFT FRAME CLOSEOUT WEB IS GOUGED AND OIL CANNED AT BS 500, WL 156 TO 159, RBL 24 TO 28. REPAIRED PER BOEING SRM.									
5311 SWAA	690SW 23783	BOEING 7373G7				FRAME	CRACKED BS 787		3/28/98 SWAA980432
DURING SCHEDULED D-CHECK, FOUND FRAME CRACKED AT BS 787 LT BETWEEN STR 8 AND 9 AT A/C VENT ATTACH BRACKET FASTENER. REMOVED AND REPLACED PER BOEING SRM.									
5311 SWAA	690SW 23783	BOEING 7373G7				FRAME	CRACKED BS 727/767		3/28/98 SWAA980431
DURING SCHEDULED D-CHECK, FOUND FRAME CRACKED AT BS 727C LT BETWEEN STR 8 AND 9, BS 727D LT BETWEEN STR 8 AND 9 AND BS 767 LT BETWEEN 8 AND 9. REMOVED AND REPLACED PER BOEING SRM.									
5311 SWAA	332SW 23696	BOEING 7373H4				FRAME	CRACKED BS 616		3/26/98 SWAA980400
DURING SCHEDULED D-CHECK, FOUND RT FRAME AT BS 6616, RBL 60, WL 201 CRACKED. REPAIRED PER BOEING SRM.									
5311 W8PA	961WP 23332	BOEING 7373L9				FRAME	GOUGED BS 987		4/10/97 W8PA970527
FOUND TWO GOUGES FOUND IN BS 987 FRAME UPPER FLANGE, WL 207, RBL 46. FABRICATED REPAIR PARTS AND INSTALLED. (M)									
5311 W8PA	961WP 23332	BOEING 7373L9				FRAME	GOUGED BS 987		4/10/97 W8PA970529
FOUND TWO GOUGES IN BS 987 FRAME UPPER FLANGE, WL 207, RBL 46. REMOVED DAMAGED AREA. FABRICATED REPAIR PARTS AND INSTALLED. (M)									
5311 W8PA	961WP 23332	BOEING 7373L9				FRAME	CORRODED BS 360		4/1/97 W8PA970502
FOUND CORROSION ON FRAME BS 360, BL 0 - RBL 6, WL 148 IN E-BAY. FABRICATED REPAIR PARTS AND INSTALLED PER SRM 53-00-07. (M)									
5311 W8PA	961WP 23332	BOEING 7373L9				FRAME	CORRODED BS 219		4/1/97 W8PA970531
FOUND CORROSION ON TOP OF BS 219 FRAME, LBL 13 IN FORWARD E/E BAY. FABRICATED AND INSTALLED REPAIR PARTS, BS 219. (M)									

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5311 W8PA	961WP 23332	BOEING 7373L9				FRAME	CORRODED BS 500		4/1/97 W8PA970518
FOUND CORROSION ON UNDERSIDE OF NUTPLATE AND ON FRAME AT BS 500, RBL 23.3, WL 152.2. REMOVED CORRODED SECTION OF FRAME, FABRICATED FILLER AND DOUBLER AND INSTALLED, BS 500, RBL 23.3, WL 152.2. (M)									
5311 W8PA	961WP 23332	BOEING 7373L9				FRAME	CORRODED BS 380		4/2/97 W8PA970519
FOUND CORROSION ON BS 380 FRAME, WL 148, RBL 3 - LBL 8, CORROSION ALSO ON SHEAR TIE. REMOVED DAMAGED AREA BS 380, WL 148, LBL 8 - RBL 3. INSTALLED FABRICATED PARTS. (M)									
5311 SWAA	687SW 23388	BOEING 7373Q8				FRAME	DAMAGED BS 1064		3/29/98 SWAA980436
DURING SCHEDULED C4 CHECK, FOUND Z-FRAME AT BS 1064 APU BLEED CUTOUT HOLE, DAMAGED 7 AROUND RADIUS. REPAIRED PER SWA RA 1-353-1797.									
5312 USAA	223US 21665	BOEING 737201				BULKHEAD SKIN	CRACKED BS 178	51546	2/19/98 USAA980077
INT - DURING Q-4 CHECK VISUAL INSPECTION, FOUND 2.5 INCH CRACK BS 178 BULKHEAD AT UPPER LEFT RADAR MOUNT BULKHEAD SKIN. INSTALLED DOUBLER, REPAIRED PER SRM 53-10-11, FIG 1. (M)									
5312 USAA	254AU 22796	BOEING 737201				BLKHD STIFFENER	CRACKED BS 178	40136	2/23/98 USAA980084
INT - DURING Q-3 CHECK VISUAL INSPECTION, FOUND 1.5 INCH CRACK BS 178 LBL 5.75 AT WL 183.5 STIFFENER, BULKHEAD. DOUBLER AND STIFFENERS INSTALLED, REPAIRED PER TR 53-10-17. (M)									
5312 USAA	254AU 22796	BOEING 737201				BULKHEAD	CRACKED BS 178	40136	2/23/98 USAA980083
INT - DURING Q-3 CHECK VISUAL INSPECTION, FOUND .75 INCH CRACK STATION 178 BULKHEAD LBL 5, WL 199. INSTALLED DOUBLER REPAIRED PER SRM 53-10-11. (M)									
5312 USAA	254AU 22796	BOEING 737201				BULKHEAD	CRACKED BS 178	40136	2/23/98 USAA980095
INT - DURING Q-3 CHECK VISUAL INSPECTION, FOUND .75 INCH CRACK STATION 178 BULKHEAD UNDER RADAR DISH MOUNT, INBOARD SIDE OF RT LOWER HAT SECTION LEG. INSTALLED DOUBLER, REPAIRED PER SRM 53-10-11-1, SRM 53-10-11. (M)									
5312 DALA	328DL 23100	BOEING 737232				BULKHEAD WEB 65163007	CRACKED BS 178		2/9/98 DL73S980339
DURING INSPECTION, SEVERAL CRACKS WERE FOUND IN THE BLKHD WEB AT FS 178. THE CRACKS WERE LOCATED AT WL 192 TO 202 AND LBL 5 AND RBL 5. REPAIRED PER ERA 331313-14.									
5312 P2EA	620PC 19708	BOEING 737244				RIB	CRACKED WS 695		2/3/98 P2EA98028
SJO - DURING C-CHECK, FOUND RT W/W AT STATION 695, W/L 196, RIB WITH OUTBOARD CHORD CRACKED. REPAIRED OUTBOARD CHORD PER SRM 51-40-3. FIG1. (M)									
5312 SWAA	56SW 21721	BOEING 7372H4				SKIN	CRACKED FUSELAGE		3/14/98 SWAA980302
DURING SCHEDULED SERVICE CHECK, FOUND SKIN 6 FASTENER HOLES CRACKED AT BS 947 STR 4L, 3 FASTENER HOLES CRACKED AT BS 1006 STR 4L AND 5 FASTENER HOLES CRACKED AT BS 1006 TO 1016 STR 10L. REPAIRED PER BOEING SRM.									

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5312 SWAA	691SW 23781	BOEING 7373G7				BULKHEAD	CRACKED BS 178		3/14/98 SWAA980311
DURING SCHEDULED D-CHECK, FOUND CRACK INDICATION NOTED AT BS 178 BULKHEAD WEB AT LBL 57 WL 201.5 TO 202.75, LBL 5.7 WL 197.5 TO 198.75, LBL 5.7 WL 210.5-212.75, LBL 6 WL 200.5-201, LBL 9.75 TO 10.5 WL 218, RBL 5.0 WL 217 TO 218.75, RBL 5.0 WL 200.75 TO 201.5, RBL 5.0 WL 197.5 TP 198.25, RBL 6.0 WL 212 TO 212.75, RBL 6.0 WL 226.5 TO 227, RBL 8.5 TO 16 WL 218. REPAIRED PER BOEING SRM.									
5312 SWAA	332SW 23696	BOEING 7373H4				BULKHEAD	CRACKED BS 178		3/26/98 SWAA980405
DURING SCHEDULED D-CHECK, FOUND 1 INCH CRACK AT BS 178 BULKHEAD, WL 187, RBL 1. REPAIRED PER BOEING SRM.									
5312 W8PA	961WP 23332	BOEING 7373L9				BULKHEAD	CRACKED BS 663.75		4/1/97 W8PA970501
FOUND CRACK AT BS 663.75 BULKHEAD FROM RBL 43 TO RBL 55, WL 156 TO WL 167. REPAIRED CRACK, BS 663.75, RBL 43 TO RBL 55, WL 156 TO WL 167. (M)									
5313 USAA	239US 22354	BOEING 737201				STRINGER	CORROSION BS 1006	42551	5/8/97 USAA970185
INT - DURING Q-5 CHECK VISUAL INSPECTION, FOUND 2 INCH BY 4 INCH BY .031 INCH CORROSION STATION 1006 STRINGER 25L. CUT OUT DAMAGED STRINGER, FABRICATED DOUBLER AND INSTALLED PER SRM 53-10-3 FIG 1. CORROSION TASK NR C53-208-01, CORROSION LEVEL 2. (M)									
5313 USAA	240AU 22355	BOEING 737201				STRINGER	CORROSION BS 360-375	42621	5/21/97 USAA970203
INT - DURING Q-5 CHECK VISUAL INSPECTION, FOUND CORROSION AT OUTER AREA OF STRINGER WHERE MATES W/SKIN 15 INCHES LONG BY 1 INCH WIDE, SOME AREAS COMPLETELY THROUGH STRINGER, STATION 360-375 STRINGER 25L. INSTALLED NEW SEGMENT OF STRINGER, REPAIRED PER SRM 53-10-3 FIG 1. CORROSION TASK NR C53-202-01, CORROSION LEVEL 2. (M)									
5313 USAA	240AU 22355	BOEING 737201				STRINGER	CORRODED BS 919	42621	5/21/97 USAA970198
INT - DURING Q-5 CHECK VISUAL INSPECTION, FOUND 2 INCH CORRODED AREA BS 919, STRINGER 25L. SPLICED STRINGER, REPAIRED PER SRM 53-10-3. (M)									
5313 USAA	254AU 22796	BOEING 737201				STRINGER	CRACKED BS 727	40152	2/23/98 USAA980081
INT - DURING Q-3 CHECK VISUAL INSPECTION, FOUND .5 INCH CRACK AND .75 INCH CRACK BS 727 LEFT OUTBOARD CHORD STRINGER 18A L/S. CUTOUT AND SPLICED IN NEW SECTION OF STRINGER, REPAIRED EO 5394G068. (M)									
5313 USAA	254AU 22796	BOEING 737201				STRINGER	CRACKED BS 747	40136	2/23/98 USAA980096
INT - DURING Q-3 CHECK VISUAL INSPECTION, FOUND CRACK 1 INCH AT STATION 747 STRINGER REPAIR, REPAIRED PER 53-10-3. (M)									
5313 USAA	259AU 22806	BOEING 737201				STRINGER	CORRODED BS 967/987	39110	2/23/98 USAA980103
INT - DURING Q-6 CHECK VISUAL INSPECTION, FOUND 1 INCH BY 12 INCH SECTION OF CORROSION STRINGER 27L, BS 967 AND BS 987 STRINGERS. CUTOUT STRINGER, FABRICATED REPAIR SECTIONS AND SPLICED AND INSTALLED ON A/C BS 947 PLUS 10 INCHES TO BS 1016, REPAIRED PER SRM 53-10-3. CORROSION TASK NR C53-208-01, CORROSION LEVEL 2. (M)									
5313 USAA	259AU 22806	BOEING 737201				STRINGER	CRACKED BS 1138	39110	2/23/98 USAA980100
INT - DURING Q-6 CHECK VISUAL INSPECTION, FOUND .25 INCH CRACK STRINGER 15 LT AT STATION 1138, STRINGER. REPLACED SECTION OF STRINGER AND SPLICED TOGETHER, REPAIRED PER SRM 53-10-7. (M)									
5313 USAA	259AU 22806	BOEING 737201				STRINGER	CRACKED BS 333	39110	2/23/98 USAA980101
INT - DURING Q-6 CHECK VISUAL INSPECTION, FOUND .5 INCH CRACK IN STRINGER, S18R BS 333. SPLICED STRINGER 65-45800-189, REPAIRED PER EA 43633. (M)									

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5313 AWXA	188AW 22655	BOEING 737277				STRINGER	CORRODED BS 394		12/4/97 AWXA9700720
DURING SCHEDULED C-10 INSPECTION, FOUND STR 16 LT CRACKED BS 394 TO 400. FABRICATED A REPLACEMENT SECTION OF STR AND INSTALLED REPAIR PARTS AT 16 LT BS 394 TO 400 PER SRM 53-10-3, SRM 51-30-3.									
5313 USAA	279AU 22891	BOEING 7372B7				STRINGER	CORRODED BS 967-1006	39892	2/13/98 USAA980059
ROA - DURING CX-1 CHECK VISUAL INSPECTION, FOUND 2 INCH BY 40 INCH CORROSION BS 967 TO 1006 STRINGER 27L. REMOVED CORRODED STRINGER AND INSTALLED STRINGER SPLICE, REPAIRED PER SRM 53-10-3 FIG 1. (M)									
5313 SWAA	55SW 21593	BOEING 7372H4				STRINGER	CRACKED BS 305		3/15/98 SWAA980296
DURING SCHEDULED D-CHECK, FOUND STRINGER 4L CRACKED AT BS 305 ABOVE AND FWD OF FWD ENTRY DOOR. REPAIRED PER BOEING SRM.									
5313 SWAA	56SW 21721	BOEING 7372H4				STRINGER	CRACKED FUSELAGE		3/14/98 SWAA980301
DURING SCHEDULED SERVICE CHECK, FOUND NUMEROUS FASTENER HOLES CRACKED AT BS 1006 TO 1016 STR 10R, BS 908 TO 947 STR 10R, BS 908 TO 947 STR 14R, BS 1006 TO 1016 STR 14R, BS 908 TO 947 STR 10L. REPAIRED PER BOEING SRM.									
5313 SWAA	56SW 21721	BOEING 7372H4				STRINGER	DAMAGED BS 727-905		3/14/98 SWAA980300
DURING SCHEDULED SERVICE CHECK, FOUND BS 727 TO 905 STRINGER 4L DAMAGED IN 4 PLACES AT BS 979, 817, 837 AND 857. REPAIRED PER BOEING SRM.									
5313 SWAA	56SW 21721	BOEING 7372H4				STRINGER	CRACKED BS 383.5		3/14/98 SWAA980299
DURING SCHEDULED SERVICE CHECK, FOUND STRINGER 4 LT AT BS 383.5 HAS CRACK. REMOVED AND REPLACED PER BOEING SRM.									
5313 W8PA	949WP 23230	BOEING 737301				STRINGER	CORRODED BS 321		4/23/97 W8PA970546
FOUND CORROSION ON STRINGER AT BS 321, STRINGER 28R, WL 149. CORROSION OUT OF LIMITS PER SRM 53-00-03. REMOVED DAMAGED STRINGER, FABRICATED NEW STRINGER AND REPAIR PARTS PER SRM 53-00-03. INSTALLED REPAIR PARTS BS 321, WL 149, STRINGER 28R. (M)									
5313 USAA	373US 22952	BOEING 7373B7				STRINGER	CRACKED BS 360	37485	12/14/97 USAA970369
CLT - DURING Q-2 CHECK VISUAL INSPECTION, FOUND A 1 INCH CRACK AT BS 360 STRINGER 11L CHANNEL. INSTALLED NEW FABRICATED ANGLE PER REPAIR DOCUMENT SRM 51-10-02. (X)									
5313 SWAA	333SW 23697	BOEING 7373H4				STRINGER	CRACKED BS 907		3/13/98 SWAA980276
DURING SCHEDULED D-CHECK, FOUND CRACKED STRINGER SPLICE AT BS 907, STR 4L. REPAIRED PER BOEING SRM.									
5313 SWAA	335SW 23939	BOEING 7373H4				STRINGER	CRACKED RT MLG WW		4/5/98 SWAA980500
DURING SCHEDULED BC3 CHECK, FOUND STRINGER 18A IN RT W/W CRACKED. REPAIRED PER ACO 1-353-1800.									
5313 SWAA	366SW 26577	BOEING 7373H4				STRINGER	CRACKED BS 312		3/24/98 SWAA980391
DURING SCHEDULED 1/2 D-CHECK, FOUND STR 11L CRACKED FWD ENTRY DOOR AT BS 312. REPAIRED PER BOEING SRM.									

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5313 SWAA	366SW 26577	BOEING 7373H4				STRINGER	CORRODED BS 911-927		3/27/98 SWAA980417
DURING SCHEDULED 1/2 D-CHECK, FOUND STRINGER 26L CORRODED AT BS 911 TO 927. REPAIRED PER BOEING SRM.									
5313 W8PA	961WP 23332	BOEING 7373L9				STRINGER	CORRODED BS 500		4/1/97 W8PA970499
FOUND CORROSION AROUND NUTPLATE HOLE BS 500B PLUS 18, STRINGER 23R. REMOVED CORRODED PART, FABRICATED AND INSTALLED REPAIR PARTS BS 500B PLUS 18, STRINGER 23R. (M)									
5313 W8PA	961WP 23332	BOEING 7373L9				STIFFENER	CORRODED BS 953/957		4/1/97 W8PA970520
FOUND CORROSION ON TWO SUPPORT STIFFENERS RUNNING ACROSS THE TOP OF THE POTABLE WATER SERVICE PAN, BS 953 AND 957, LBL 20, WL 150.1. REMOVED CORRODED STIFFENERS, FABRICATED AND INSTALLED NEW STIFFENERS, BS 953 AND 957, LBL 20, WL 150.1. (M)									
5313 W8PA	961WP 23332	BOEING 7373L9				STRINGER	CORRODED BS 350		4/1/97 W8PA970503
FOUND STRINGER 28R CORRODED FROM BS 350-370, WL 148, WL 148, IN E-BAY. REMOVED DAMAGED STRINGER SECTION. REPLACED STRINGER SECTION. REPLACED STRINGER SECTION BS 350-370, WL 148, STRINGER 28R. (M)									
5313 W8PA	961WP 23332	BOEING 7373L9				STRINGER	CORRODED BS 848		4/1/97 W8PA970506
FOUND CORROSION ON OUTBOARD FLANGE OF STRINGER BS 848, STRINGER 23R, WL 167. REPLACED STRINGER. (M)									
5314 USAA	254AU 22796	BOEING 737201				KEEL BEAM	WORN BS 695-727	40136	2/23/98 USAA980082
INT - DURING Q-3 CHECK VISUAL INSPECTION, FOUND WORN HOLES, HOLES ELONGATED IN CHORD .09375 INCH STATION 695 TO STATION 727 LOWER CHORD (KEEL BEAM). SPOT FACED SCREW HOLES, HFEC INSPECTION INSTALLED STRAP, REPAIRED PER EA 43618 SRM 51-30-6. (M)									
5314 USAA	505AU 23380	BOEING 7373B7				KEEL BEAM	CORROSION BS 707-727	35831	3/23/98 USAA980129
INT - DURING Q-5 CHECK VISUAL INSPECTION, FOUND CORROSION AROUND FASTENERS HOLES .5 INCH BY .1875 INCH BS 707-727 LT KEEL BEAM. INSTALLED REPAIR STRAPS, REPAIRED PER EA 43725A. CORROSION TASK NR C53-212-01, CORROSION LEVEL 2. (M)									
5314 USAA	505AU 23380	BOEING 7373B7				KEEL BEAM	CORROSION BS 707		3/23/98 USAA980130
INT - DURING Q-5 CHECK VISUAL INSPECTION, FOUND CORROSION AROUND FASTENER HOLES .5 INCH BY .5 INCH BS 707-727 RT KEEL BEAM. INSTALLED REPAIR ANGLE, REPAIRED PER EA 43726A. CORROSION TASK NR C53-212-01, CORROSION LEVEL 2. (M)									
5315 USAA	223US 21665	BOEING 737201				FLOORBEAM	CRACKED BS 660	51546	2/19/98 USAA980078
INT - DURING Q-4 CHECK VISUAL INSPECTION, FOUND 2 INCH CRACK BS 660 LBL 24 FLOORBEAM. INSTALLED DOUBLER, REPAIRED PER EO 5791G632. (M)									
5315 USAA	254AU 22796	BOEING 737201				FLOORBEAM	CRACKED BS 707-714	40136	2/23/98 USAA980089
INT - DURING Q-3 CHECK VISUAL INSPECTION, FOUND CRACK .5 INCH LONG STATION 707 TO STATION 714 RBL 25 LONG FLOORBEAM WEB. INSTALLED REPAIR DOUBLER, REPAIRED PER SRM 51-40-2. (M)									
5315 USAA	254AU 22796	BOEING 737201				FLOORBEAM	CRACKED BS 664	40136	2/23/98 USAA980092
INT - DURING Q-3 CHECK VISUAL INSPECTION, FOUND CRACK 3 INCHES STATION 664 BL 0 WL 207.5 TO WL 204 FLOORBEAM WEB. REMOVED DAMAGED AREA INSTALLED WEB REPAIR, REPAIRED PER BOEING DRAWING 65-C34537. (M)									

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5315 USAA	254AU 22796	BOEING 737201				FLOORBEAM	CRACKED BS 707-714	22796	2/23/98 USAA980090
INT - DURING Q-3 CHECK VISUAL INSPECTION FOUND SEVERAL .25 INCH CRACK LBL 25 LONGITUDINAL FLOORBEAM LOWER WEB STATION 707 TO STATION 714, WL 203.5. FABRICATED AND INSTALLED REPAIR PARTS PER SRM 51-40-2, REPAIRED PER SRM 51-40-2. (M)									
5315 USAA	254AU 22796	BOEING 737201				FLOORBEAM	CRACKED BS 727	22796	2/23/98 USAA980091
INT - DURING Q-3 CHECK VISUAL INSPECTION, FOUND CRACK .5 INCH LONG STATION 727 LBL 25 INCH FLOORBEAM LOWER CHORD. REPLACED SECTION OF LOWER CHORD, REPAIRED PER SRM 51-40-4. (M)									
5315 USAA	286AU 23133	BOEING 7372B7				FLOORBEAM	CRACKED BS 676	35038	4/22/97 USAA970149
INT - DURING Q-5 CHECK VISUAL INSPECTION, FOUND 1 INCH CRACK LBL 24.5 STATION 676 FLOORBEAM. INSTALLED CHANNEL, REPAIRED PER EO 5791G632. (M)									
5315 USAA	286AU 23133	BOEING 7372B7				FLOORBEAM	CRACKED BS 520	35038	4/22/97 USAA970154
INT - DURING Q-5 CHECK VISUAL INSPECTION, FOUND 1 INCH CRACK RBL 25, .5 INCH CRACK LBL 25, .5 INCH CRACK LBL 45, .5 INCH CRACK RBL 45 BS 520, WL 207.75 FLOORBEAM. STOP DRILLED, INSTALLED DOUBLER, REPAIRED PER EA 42309. (M)									
5315 USAA	286AU 23133	BOEING 7372B7				FLOORBEAM	CRACKED BS 709	35038	4/22/97 USAA970155
INT - DURING Q-5 CHECK VISUAL INSPECTION, FOUND .25 INCH CRACK BS 709 WL 203.5 LONGITUDINAL FLOORBEAM WEB. CUTOUT DAMAGE, INSTALLED FILLER AND DOUBLER, REPAIRED PER SRM 51-40-2. (M)									
5315 SWAA	56SW 21721	BOEING 7372H4				FLOORBEAM	CORRODED BS 429		3/27/98 SWAA980414
DURING SCHEDULED 1/4 D-CHECK, FOUND CORROSION UNDERNEATH FLOORBEAM NUT PLATE AT BS 429 RBL 8.5. REPAIRED PER BOEING SRM.									
5315 SWAA	56SW 21721	BOEING 7372H4				FLOORBEAM	CORRODED BS 947		3/26/98 SWAA980392
DURING SCHEDULED 1/4 D-CHECK, FOUND CORROSION ON FLOORBEAM AT BS 947, RBL 48.5. REPAIRED PER BOEING SRM.									
5315 W8PA	949WP 23230	BOEING 737301				FLOORBEAM	CORRODED BS 1006		4/24/97 W8PA970567
FOUND CORROSION ON TOP FLANGE OF FLOORBEAM AT BS 1006, RBL 10, WL 208. REMOVED CORROSION FOUND OUT OF LIMITS, CUT OUT DAMAGE, FABRICATED AND INSTALLED REPAIR PER SRM 53-60-51, 53-30-51. (M)									
5315 W8PA	949WP 23230	BOEING 737301				FLOORBEAM	CORRODED BS 1006		4/24/97 W8PA970587
FOUND CORROSION ON TOP FLANGE OF FLOORBEAM AT BS 1006, RBL 10, WL 208. REMOVED CORROSION FOUND OUT OF LIMITS, CUT OUT DAMAGE, FABRICATED AND INSTALLED REPAIR PER SRM 53-60-51, 53-30-51. (M)									
5315 AWXA	326AW 23258	BOEING 737301				FLOORBEAM	CORRODED BS 294.5		11/30/97 AWXA9700719
DURING SCHEDULED C-12 INSPECTION, FOUND CORROSION AND BLUE WATER STAINS AT BS 294.5, WL 208, LBL 40 TO 42 (UPPER FLANGE OF FLOORBEAM, UPPER FLOOR BOARD AFT EDGE). REPLACED UPPER CHORD OF BS 294.5, WL 208, LBL 20 TO LBL 55 PER SRM 53-10-51, FIG 205.									
5315 SWAA	698SW 23176	BOEING 737317				FLOORBEAM	CRACKED BS 520		3/29/98 SWAA980435
DURING SCHEDULED C2 CHECK, FOUND FLOORBEAM AT BS 520 CRACKED. REPAIRED PER BOEING SRM.									

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5315 USAA	373US 22952	BOEING 7373B7				FLOORBEAM 6546803	CRACKED BS 520	37485	12/14/97 USAA970371
CLT - DURING EDDY CURRENT CHECK VISUAL INSPECTION, FOUND A .5 INCH CRACK AT STA 520 LBL 45.5 FLOORBEAM. REPAIR ANGLES AND DOUBLERS WERE MADE PER REPAIR DOCUMENT EA 60887 AND SRM 51-10-02. (X)									
5315 USAA	373US 22952	BOEING 7373B7				FLOORBEAM 6546803	CRACKED BS 520	37485	12/14/97 USAA970374
CLT - DURING EDDY CURRENT CHECK VISUAL INSPECTION, FOUND A 1.25 INCH CRACK AT STA 520 RBL 24.75 FLOORBEAM. INSTALLED NEW T-CAP, AND SEAT TRACK POWER REPAIR DOCUMENT SRM 53-00-51 AND EA 9445 AND EA 60887. (X)									
5315 USAA	373US 22952	BOEING 7373B7				FLOORBEAM 65582801	CORRODED BS 360	37485	12/14/97 USAA970366
CLT - DURING Q-2 CHECK VISUAL INSPECTION, FOUND CORROSION AT BS 360 RBL 13-63 ON FLOORBEAM. CORROSION TASK NR C53-107-01. INSTALLED REPAIR ANGLES PER EA 60865 AND TYPICAL REPAIR 53-10-05. (X)									
5315 USAA	373US 22952	BOEING 7373B7				FLOORBEAM 6546803	CRACKED BS 520	37485	12/14/97 USAA970372
CLT - DURING EDDY CURRENT CHECK INSPECTION, FOUND A .6 INCH CRACK AT STA 520 RBL 45.5 FLOORBEAM. REPAIR ANGLE AND DOUBLER WERE MADE PER REPAIR DOCUMENT EA 60887 SRM 51-10-02. (X)									
5315 USAA	374US 22953	BOEING 7373B7				FLOORBEAM 6546809	CORROSION BS 947.5	36457	5/6/97 USAA970194
CLT - DURING Q-5 CHECK VISUAL, FOUND CORROSION AROUND CLIP NUT HOLES ON FLOORBEAM AT BS 947.5 RBBL 5. CORROSION LEVEL 2, CORROSION TASK CARD NR C-53-107-02. INSTALLED REPAIR PARTS AFTER REMOVAL OF CORROSION PER TYPICAL REPAIR NR 53-10-01A. (M)									
5315 USAA	374US 22953	BOEING 7373B7				FLOORBEAM	CORROSION BS 312	36457	5/6/97 USAA970193
CLT - DURING Q-5 CHECK VISUAL INSPECTION, FOUND CORROSION AROUND CLIP NUT HOLES ON FLOORBEAM STATION 312 NUMEROUS R/L CORROSION LEVEL 2 CORROSION TASK CARD NR C-53-107-02. INSTALLED REPAIR STRAP TO UPPER CHORD. REPAIRED PE TYPE REPAIR NR 53-10-01A. (M)									
5315 USAA	389US 23311	BOEING 7373B7				FLOORBEAM BAC1505100246	CORROSION CABIN	37012	2/19/98 USAA980079
CLT - DURING Q-5 CHECK VISUAL INSPECTION, FOUND A 1 INCH CORROSION AREA AROUND FASTENERS AND SCREW HOLES AT UPPER CHORD 328 FLOORBEAM. CORROSION TASK CARD NR C53-107-02. REPAIRED FLOORBEAM UPPER T-CAP SECTION BETWEEN LBL 32 AND RBL 36 PER TYPICAL REPAIR 53-10-03. (M)									
5315 USAA	390US 23312	BOEING 7373B7				FLOORBEAM	CORROSION BS 1016	36948	3/20/98 USAA980128
CLT - DURING Q-6 VISUAL INSPECTION, FOUND CORROSION AT SCREW HOLES STATION 1016 BEAM IN LEFT LAV AREA. INSTALLED REPAIR STRAP REPAIR DOCUMENT SRM 53-00-51 FIG 203. (M)									
5315 USAA	390US 23312	BOEING 7373B7				FLOORBEAM 6545810	CORROSION BS 312	36948	3/20/98 USAA980126
CLT - DURING Q-6 VISUAL INSPECTION, FOUND CORROSION ON THE UPPER SURFACE OF FLOORBEAM AT STATION 312 LBBL 11.0. CORROSION TASK NR C53-107-02. INSTALLED DOUBLER PER SRM 53-10-51. (M)									
5315 USAA	390US 23312	BOEING 7373B7				FLOORBEAM	CORROSION BS 986	36948	3/20/98 USAA980127
CLT - DURING Q-6 VISUAL INSPECTION, FOUND CORROSION AT SCREW HOLES THE ENTIRE LENGTH STATION 986 FLOORBEAM. REPLACED T-CAP PER TYPICAL REPAIR NR 53-10-05. (M)									

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5315 SWAA	691SW 23781	BOEING 7373G7				FLOORBEAM	CORROSION BS 328/344		3/14/98 SWAA980314
DURING SCHEDULED D-CHECK, FOUND FLOORBEAM CORROSION AT BS 344 LBL 25, 20.5, 17, 14, 7, RBL 8.5, WL 207 AND 208, BS 328 RBL 15 AND 28.5 WL 208, 207. REPAIRED PER BOEING SRM.									
5315 SWAA	691SW 23781	BOEING 7373G7				FLOORBEAM	CORRODED CARGO COMPT		3/13/98 SWAA980282
DURING SCHEDULED D-CHECK, FOUND CARGO FLOORBEAM CORROSION AT BS 727 TO 947 LBL 3 WL 159, BS 727 TO 947 RBL 3 WL 159, BS 727 TO 947 RBL 8 WL 159. REPAIRED PER BOEING SRM.									
5315 SWAA	691SW 23781	BOEING 7373G7				FLOORBEAM	CRACKED CABIN		3/13/98 SWAA980288
DURING SCHEDULED D-CHECK, FOUND FLOORBEAM CRACKED AT BS 947 LBL 53 WL 208, BS 947 RBL 4.5 WL 208, BS 986.5 LBL 39.5 WL 208, BS 967 LBL 43 WL 207, BS 964 LBL 42 WL 207, BS 294 LBL 39 TO 59 WL 207, BS 307 RBL 12 WL 208. REPAIRED PER BOEING SRM.									
5315 SWAA	691SW 23781	BOEING 7373G7				FLOORBEAM	CRACKED BS 328		3/14/98 SWAA980313
DURING SCHEDULED D-CHECK, FOUND CRACKED FLOORBEAM AT BS 328 LBL 45 WL 206, BS 328.5 LBL 45 WL 207. REPAIRED PER BOEING SRM.									
5315 SWAA	691SW 23781	BOEING 7373G7				FLOORBEAM	CRACKED BS 328		3/14/98 SWAA980315
DURING SCHEDULED D-CHECK, FOUND CRACKED FLOORBEAM STIFFENER AT BS 328 RBL 32.5, WL 200. REPAIRED PER BOEING SRM.									
5315 AWXA	308AW 24710	BOEING 7373G7				FLOORBEAM	CORRODED BS 312		12/4/97 AWXA9700721
DURING SCHEDULED C-8 INSPECTION, FOUND FLOORBEAM AT BS 312, LBL 10 CORRODED AROUND FASTENER HOLES. FABRICATED REPAIR PARTS AND INSTALLED REPAIR PARTS AT BS 312, RBL 9 LBL 22 PER SRM 53-10-51.									
5315 AWXA	308AW 24710	BOEING 7373G7				FLOORBEAM	CORRODED BS 312		12/4/97 AWXA9700722
DURING SCHEDULED C-8 INSPECTION, FOUND FLOORBEAM AT BS 312, LBL 12 CORRODED. FABRICATED AND INSTALLED REPAIR PARTS AT BS 312, RBL 9 LBL 22 PER SRM 53-10-51.									
5315 AWXA	322AW 25400	BOEING 7373G7				FLOORBEAM	CORRODED BS 986.5		7/11/97 AWXA9700408
DURING ROUTINE MAINTENANCE CHECK, FOUND CORROSION ON FLOORBEAM BS 986.5, WL 208, LBL 43. REMOVED AND REPLACED TOP CHORD AT BS 986.5, WL 208, LBL 25 TO 55 PER SRM 53-00-51.									
5315 SWAA	316SW 23338	BOEING 7373H4				FLOORBEAM	CORRODED BS 770		4/4/98 SWAA980496
DURING SCHEDULED 1/4 D-CHECK, FOUND FLOORBEAM CORROSION AT BS 770, AT RBL 3. REPAIRED PER BOEING SRM.									
5315 SWAA	332SW 23696	BOEING 7373H4				FLOORBEAM	CORRODED BS 947.5		3/26/98 SWAA980396
DURING SCHEDULED D-CHECK, FOUND FLOORBEAM AT BS 947.5, WL 208, LBL 53 CRACKED AT FASTENER HOLE. REPAIRED PER BOEING SRM.									
5315 SWAA	332SW 23696	BOEING 7373H4				FLOORBEAM	CORRODED BS 986.5		3/26/98 SWAA980397
DURING SCHEDULED D-CHECK, FOUND FLOORBEAM AT BS 986.5, LBL 45 TO RBL 50, WL 208 CORRODED ON UPPER AND LOWER SURFACES. REMOVED AND REPLACED PER BOEING SRM.									

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5315 SWAA	332SW 23696	BOEING 7373H4				FLOORBEAM	CORRODED BS 328		3/26/98 SWAA980398
DURING SCHEDULED D-CHECK, FOUND FLOORBEAM AT 328, RBL 30, WL 208 CORRODED AT FASTENER HOLE LOWER SURFACE. REMOVED AND REPLACED PER BOEING SRM.									
5315 SWAA	332SW 23696	BOEING 7373H4				FLOORBEAM	CORRODED FUSELAGE		3/26/98 SWAA980399
DURING SCHEDULED D-CHECK, FOUND SUPPORT BEAM AT BS 1010 LBL 34 WL 208, BS 959 RBL 18 WL 208, BS 995 LBL 18 TO BS 1004 LBL 7 WL 208 AND BS 957 RBL 25 WL 208 CORRODED AT FASTENER HOLE. REMOVED AND REPLACED PER BOEING SRM.									
5315 SWAA	332SW 23696	BOEING 7373H4				FLOORBEAM	CORRODED BS 967		3/26/98 SWAA980401
DURING SCHEDULED D-CHECK, FOUND FLOORBEAM CORRODED AT BS 967, RBL 28, WL 208 ON UPPER AND LOWER SURFACE. REPAIRED PER BOEING SRM.									
5315 SWAA	370SW 26597	BOEING 7373H4				FLOORBEAM	CORRODED BS 947.5		3/14/98 SWAA980305
DURING SCHEDULED 1/2 D-CHECK, FOUND FLOORBEAM CORROSION AT BS 947.5 RBL 54. REPAIRED PER BOEING SRM.									
5315 W8PA	961WP 23332	BOEING 7373L9				FLOORBEAM	CORRODED BS 967		4/2/97 W8PA970196
FOUND CORROSION ON FLOORBEAM AROUND TOP AND BOTTOM OF FASTENER HOLE. REPLACED FLOORBEAM AT BS 967, WL 208 AND LBL 15. (M)									
5315 W8PA	961WP 23332	BOEING 7373L9				FLOORBEAM	CORRODED BS 967		4/2/97 W8PA970195
FOUND CORROSION ON FLOORBEAM AROUND FASTENER NUTS. REPAIRED FLOORBEAM, BS 967, WL 208, LBL 18. (M)									
5315 W8PA	961WP 23332	BOEING 7373L9				FLOORBEAM	CORRODED BS 1016		4/2/97 W8PA970489
FOUND CORROSION ON FLOORBEAM AROUND TOP AND BOTTOM OF FASTENER HOLES BS 1016, RBL 23, WL 208. FABRICATED REPAIR PARTS FOR FLOORBEAM. INSTALLED REPAIR PARTS BS 1016, RBL 23, WL 208. (M)									
5315 W8PA	961WP 23332	BOEING 7373L9				FLOORBEAM	CORRODED BS 1016		4/2/97 W8PA970490
FOUND CORROSION ON FLOORBEAM AROUND TOP AND BOTTOM OF FASTENER HOLES. REPAIRED FLOORBEAM AND WEB, BS 1016, WL 208, RBL 34. (M)									
5315 W8PA	961WP 23332	BOEING 7373L9				FLOORBEAM	CORRODED BS 987		4/2/97 W8PA970493
FOUND CORROSION ON TOP AND BOTTOM OF FLOORBEAM FLANGE UPPER CHORD BS 987, LBL 48 - RBL 48, WL 208. FABRICATED FLOORBEAM AND INSTALLED. (M)									
5315 CALA	14341 23579	BOEING 7373T0				FLOORBEAM	CORRODED BS 947		1/18/98 CALA9800086
INSPECTION FOUND FLOORBEAM CORRODED AROUND SCREW HOLES AT STA 947, LBL 6. THE FLOORBEAM WAS REPAIRED IAW SRM 53-00-51.									
5315 SWAA	316SW 23064	BOEING 7373T5				FLOORBEAM	CORRODED BS 770		4/4/98 SWAA980497
DURING SCHEDULED 1/4 D-CHECK, FOUND FLOORBEAM CORROSION AT BS 770, AT RBL 3. REPAIRED PER BOEING SRM.									
5320 USAA	223US 21665	BOEING 737201				DRAG ANGLE	CRACKED BS 1090	51546	2/19/98 USAA980073
INT - DURING Q-4 CHECK VISUAL INSPECTION, FOUND 1 INCH CRACK BS 1090 BETWEEN S2R AND S3L DRAG ANGLE. INSTALLED REPAIR STRAP AND REPAIRED PER EA 43571. (M)									

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5320 USAA	223US 21665	BOEING 737201				FLANGE	CRACKED BS 727 STR 18A	51546	2/19/98 USAA980070
INT - DURING Q-4 CHECK NDT INSPECTION, FOUND .25 INCH CRACK BS 727 STRINGER 18A LEFT OUTBOARD FORWARD FLANGE. INSTALLED REPAIR ANGLES, REPAIRED PER EO 5394G068. (M)									
5320 USAA	228US 21817	BOEING 737201				WEB	CRACKED BS 637	48667	12/7/97 USAA970363
INT - DURING Q-3 CHECK VISUAL INSPECTION, FOUND 1 INCH CRACK IN CREASE BEAM WEB BS 637 LBL 71, WL 208. INSTALLED NEW WEB PER SRM 51-10-1. (M)									
5320 USAA	239US 22354	BOEING 737201				CREASE BEAM	CRACK BS 637	42551	5/8/97 USAA970187
INT - DURING Q-5 CHECK VISUAL INSPECTION, FOUND 1 INCH CRACK BS 637 RBL 69 CREASE BEAM. INSTALLED SPLICE, REPAIRED PER SRM 51-40-4. (M)									
5320 USAA	239US 22354	BOEING 737201				STUB BEAM	CRACKED BS 639	42551	5/8/97 USAA970190
INT - DURING Q-5 CHECK VISUAL INSPECTION, FOUND 7 INCH CRACK STATION 639 LBL 50 INCH STUB BEAM. INSTALLED REPAIR DOUBLER, REPAIRED PER BOEING DRAWING 65C25211. (M)									
5320 USAA	239US 22354	BOEING 737201				STUB BEAM	CRACKED BS 695	42551	5/8/97 USAA970189
INT - DURING Q-5 CHECK VISUAL INSPECTION, FOUND CRACK 1 INCH LONG STATION 695 LBL 64 INCH STUB BEAM. INSTALLED REPAIR DOUBLER, REPAIRED PER BOEING DRAWING 65-465-44. (M)									
5320 USAA	240AU 22355	BOEING 737201				DOUBLER	CRACKED BS 677	42621	5/21/97 USAA970202
INT - DURING Q-5 CHECK VISUAL INSPECTION, FOUND BELL CRANK CUTOUT DOUBLERS CRACKED STATION 677, RBL 25 AND LBL 25 STATION 677, RBL 25 AND LBL 25. INSTALLED NEW REINFORCEMENTS IN AREA, ACCOMPLISHED EO 5791G632, PART 3B. (M)									
5320 P2EA	603DJ 19955	BOEING 737222				SUPPORT	CRACKED VHF ANTENNA		1/29/98 P2EA98024
DURING MAINTENANCE FOUND A CRACK AT THE UPPER VHF ANTENNA SUPPORT BASE. REPAIRED IAW COOPESA EO-C00-3-53-047-98. (M)									
5320 DALA	328DL 23100	BOEING 737232				INTERCOSTAL	CRACKED BS 338		2/9/98 DL73S980336
DURING INSPECTION, THE R1 DOOR INTERCOSTALS WERE FOUND CRACKED AT 3 LOCATIONS BETWEEN BS 332 AND 344. THE DAMAGED INTERCOASTALS WERE LOCATED AT S8A, 10A AND 11. REPAIRED PER ERA 331341-14AD.									
5320 DALA	330DL 23102	BOEING 737232				INTERCOSTAL	CRACKED BS 337		3/9/98 DL73S980537
DURING INSPECTION PER SI 3-55852-12, THE R1 DOOR AFT FRAME INTERCOSTALS BETWEEN FS 332 AND 344 WERE FOUND CRACKED AT 3 LOCATIONS S8A, 10A, AND 11A. REPAIRED PER ERA 331432-14AD.									
5320 SWAA	55SW 21593	BOEING 7372H4				ANGLE	CRACKED BS 380		3/16/98 SWAA980316
DURING SCHEDULED 1/4 D-CHECK, FOUND BELT FRAME ATTACH ANGLE CRACKED AT BS 380 STR 26L. REMOVED AND REPLACED PER BOEING SRM.									
5320 SWAA	055SW 21593	BOEING 7372H4				ANGLE	CORRODED AFT LAV		3/13/98 SWAA980273
DURING SCHEDULED 1/4 D-CHECK, FOUND L-ANGLE ON TOP OF AFT LAV DOOR SUPPORT INTERCOSTAL HAS CORRODED. REMOVED AND REPLACED PER BOEING SRM.									

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5320 SWAA	56SW 21721	BOEING 7372H4				CROSS MEMBER	CORRODED BS 998-999-1001	3/27/98	SWAA980423
DURING SCHEDULED 1/4 D-CHECK, FOUND FLOOR CROSS MEMBER CORRODED AT BS 998 LBL 13.5, BS 999 LBL 11.5 AND BS 1001 LBL 12. REMOVED AND REPLACED PER BOEING SRM.									
5320 SWAA	56SW 21721	BOEING 7372H4				CROSS MEMBER	CORRODED BS1008-1010-1011	3/27/98	SWAA980424
DURING SCHEDULED 1/4 D-CHECK, FOUND FLOOR CROSS MEMBER CORRODED AT BS 1008.5 LBL 7.5, BS 1010 LBL 8.5 AND 1011 LBL 6.5. REMOVED AND REPLACED PER BOEING SRM.									
5320 SWAA	56SW 21721	BOEING 7372H4				ANGLE	CRACKED BS 291.5	3/27/98	SWAA980411
DURING SCHEDULED 1/4 D-CHECK, FOUND L-ANGLE FWD BOTTOM DOORWAY FRAME CRACKED AT BS 291.5. REPAIRED PER BOEING SRM.									
5320 SWAA	56SW 21721	BOEING 7372H4				ANGLE	CORRODED GALLEY DOORWAY	3/27/98	SWAA980412
DURING SCHEDULED 1/4 D-CHECK, FOUND Z-ANGLE AT AFT SERVICE DOOR CORRODED. REPAIRED PER BOEING SRM.									
5320 SWAA	56SW 21721	BOEING 7372H4				ANGLE	CORRODED BS 269	3/27/98	SWAA980415
DURING SCHEDULED 1/4 D-CHECK, FOUND ANGLE AND NUT PLATES CORRODED AT BS 269, RBL 11 THRU LBL 10. REPAIRED PER BOEING SRM.									
5320 SWAA	56SW 21721	BOEING 7372H4				WEB	CRACKED BS 440/490	3/27/98	SWAA980413
DURING SCHEDULED 1/4 D-CHECK, FOUND WEB LOWER END FWD OF DOOR CUTOUT CRACKED AT BS 440 AND AT BS 490. REPAIRED PER BOEING SRM.									
5320 SWAA	56SW 21721	BOEING 7372H4				CROSS MEMBER	CORRODED BS 1011-1013	3/27/98	SWAA980425
DURING SCHEDULED 1/4 D-CHECK, FOUND FLOOR CROSS MEMBER CORRODED AT BS 1011 LBL 6.5, BS 1011 LBL 7.5 AND BS 1013 LBL 6. REMOVE AND REPLACED PER BOEING SRM.									
5320 W8PA	949WP 23230	BOEING 737301				CHORD	CORRODED BS 294.5	4/29/97	W8PA970575
FOUND CORROSION AT BS 294.5, LBL 12, WL 208 CHORD SCREW HEADS AND NUTPLATES. REMOVED CORROSION FROM CHORD AND REPLACED WEB AT BS 294.5-312, LBL 12, WL 208 PER SRM 53-10-51. (M)									
5320 W8PA	949WP 23230	BOEING 737301				WEB	CORRODED BS 956	5/3/97	W8PA970585
FOUND CORROSION ON BOTH ASD WEBS FROM BS 956-989, RBL 45-52, WL 208. REMOVED AND REPLACED ASD WEB BS 956-959, RBL 45-52, WL 208 PER SRM 53-60-15. (M)									
5320 W8PA	949WP 23230	BOEING 737301				SUPPORT	CRACKED BS 540	4/29/97	W8PA970561
FOUND FLOOR SUPPORT CRACKED BS 540, BL 0 - RBL 25, WL 208. REMOVED AND REPLACED FLOOR SUPPORT PER SRM 51-10-02, 51-40-02. (M)									
5320 W8PA	949WP 23230	BOEING 737301				CLIP	CRACKED BS 663	5/1/97	W8PA970557
FOUND STRINGER CLIP CRACKED BS 663 STRINGER 10 LEFT. REPLACED STRINGER CLIP PER SRM 51-40-02, 51-10-2. (M)									
5320 W8PA	949WP 23230	BOEING 737301				TENSION STRAP	CRACKED BS 312	4/23/97	W8PA970553
FOUND CRACKED TENSION STRAP AT BS 312, RBL 44, WL 200. REMOVED AND REPLACED TENSION STRAP PER SRM 53-10-51 AND MM 25-01-12. (M)									

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5320 W8PA	949WP 23230	BOEING 737301				WEB	CRACKED BS 638	5/1/97 W8PA970556	
WEB CRACKED, STATION 638, RBL 65, WL 208. FABRICATED AND DRILLED NEW WEB STATION 638, RBL 65, WL 208, ALODINED AND PRIMED ALL WORK PERFORMED IAW, SRM 51-70-13, 5402 04/30/97, QC OK TO INSTALL FABRICATED WEB IAW, SRM 53-6043, 5402 04/30/97, BEGAN INSTALLING WEB STATION 638 RBL 65 WL 208 IAW SRM 51-70-13 5401 04/30/97. FINISH INSTALLING WBL AT BS 638 RBL BS, WL 208 PER 737 SRM 51-70-13. (M)									
5320 W8PA	949WP 23230	BOEING 737301				SUPPORT	CORRODED BS 1008	4/23/97 W8PA970563	
FOUND CORROSION AROUND SEVERAL NUTPLATE HOLES ON FLOOR SUPPORT AT BS 1008-1014, LBL 8, WL 208. CORROSION WAS FOUND TO BE OUT OF LIMITS, IAW SRM 53-60-15. REMOVED DAMAGE PART AND REPLACED WITH NEW PART IAW 51-40-02. (M)									
5320 W8PA	949WP 23230	BOEING 737301				WEB	GOUGED BS 800	5/4/97 W8PA970542	
GOUGES ON WEB, AFT CARGO DOOR CUTOOT ON FORWARD SIDE, RBL 23, WL 157. REMOVED WEB AT BS 800, WL 157, RBL 23, DAMAGED BEYOND LIMITS PER SRM 51-10-02. FABRICATED NEW WEB PER SRM 51-30-01, AND INSTALLED. (M)									
5320 W8PA	949WP 23230	BOEING 737301				TENSION STRAP	CRACKED BS 344	4/23/97 W8PA970551	
TENSION STRAP CRACKED AT BS 344, WL 204, LBL 55. REPLACED TENSION STRAP PER SRM 51-30-01, 51-40-02, BS 344, WL 204, LBL 55. (M)									
5320 W8PA	949WP 23230	BOEING 737301				WEB	CORRODED BS 956	5/2/97 W8PA970584	
FOUND CORROSION ON BOTH AGD WEBS FROM BS 956-989, LBL 45-52, WL 208. REMOVED CORROSION FOUND TO BE OUT OF LIMITS IAW SRM 53-60-51. REMOVED DAMAGED PRTS FABRICATED NEW BRACKETS PER IAW SRM 51-30-01. (M)									
5320 W8PA	949WP 23230	BOEING 737301				SUPPORT	CORRODED BS 958	4/24/97 W8PA970581	
FOUND CORROSION ON FLOOR SUPPORT AROUND NUTPLATE HOLE AT BS 958, LBL 7, WL 208. REPLACED FLOOR SUPPORT WITH NEW PART PER SRM 51-40-02. (M)									
5320 W8PA	949WP 23230	BOEING 737301				SUPPORT	CORRODED BS 997	4/24/97 W8PA970569	
FOUND CORROSION IN AND AROUND NUTPLATE HOLES ON FLOOR SUPPORT AT BS 997-1003, LBL 10, WL 208. ORIGINAL DEPTHE WAS .110. REMOVED CORROSION AND FOUND TO BE OUT OF LIMITS IAW SRM 53-60-51, REMOVED DAMAGED PART AND INSTALLED NEW PART IAW SRM 51-40-02. (M)									
5320 W8PA	949WP 23230	BOEING 737301				HAT CHANNEL	CORRODED BS 992	4/24/97 W8PA970571	
CORROSION IN SEVERAL AREAS HAT CHANNEL AT BS 992, RBL 14 - RBL 20, WL. REMOVED TOTAL OF 20 SQ INCHES, ORIGINAL DEPTH .070. REMOVED CORROSION ON HAT CHANNEL AND SUPPORT ANGLE, HAT SECTION ORIGINAL .070 INCH, REMOVED .004 - .017 FOUND OUT OF LIMITS, SUPPORT ANGLE ORIGINAL .090 INCH, REMOVED .004 INCH - .045 INCH OUT OF LIMITS PER SRM 53-505, APPROX 20 SQ INCHES CLEARED. FABRICATED HAT CHANNEL 7075.T6 .070 THICKNESS STOCK IAW SRM 51-40-05 AND 51-20-1. PRIMED AND PAINTED APPLIED IAW 20-40-02. (M)									
5320 W8PA	949WP 23230	BOEING 737301				BRACKET	WORN BS 927	4/24/97 W8PA970574	
MOUNTING BRACKET AT BS 927, STRINGER 7L, WL 235 IS WORN. REMOVED, FABRICATED AND REINSTALLED BRACKET AT BS 927, STRINGER 7. (M)									
5320 W8PA	949WP 23230	BOEING 737301				SUPPORT	CORRODED BS 991	4/24/97 W8PA970570	
FOUND CORROSION AROUND SEVERAL NUT PLATE HOLES AND SMALL SUPPORT ANGLE AT BS 991-1006, RBL 11-17, WL 209. CORROSION FOUND TO BE OUT OF LIMITS IAW SRM 53-60-51. REMOVED DAMAGED PART AND REPLACED WITH NEW PART IAW SRM 51-40-02. (M)									

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5320 W8PA	949WP 23230	BOEING 737301				HAT CHANNEL	CORRODED BS 991-1006		4/24/97 W8PA970568
FOUND CORROSION IN SEVERAL AREAS ON HAT CHANNEL AND WALL MOUNTING ANGLE AT BS 991-1006, LBL 11 - LBL 17, ESB 6157. REMOVED TOTAL 20 SQ INCHES, ORIGINAL DEPTH WAS .070. REMOVED AND REPLACED HAT CHANNEL PER SRM 51-40-02. (M)									
5320 SWAA	698SW 23176	BOEING 737317				ANGLE	CRACKED BS 520		3/29/98 SWAA980437
DURING SCHEDULED BC2 CHECK, FOUND SHEAR WEB AND ANGLE CRACKED AT BS 520, LBL 24.75. REMOVED AND REPLACED PER BOEING SRM.									
5320 SWAA	698SW 23176	BOEING 737317				WEB	CRACKED BS 520		3/29/98 SWAA980434
DURING SCHEDULED C2 CHECK, FOUND WEB BETWEEN FLOORBEAMS CRACKED AT BS 520 LBL 24.75 AND BS 520 ALONG LBL 45.50 (CRACK IS 1.5 LONG, LOCATED AT THE UPPER AFT CORNER). REMOVED AND REPLACED PER BOEING SRM.									
5320 USAA	373US 22952	BOEING 7373B7				ANGLE BAC1503100046	CRACKED BS 360	37485	12/14/97 USAA970368
CLT - DURING Q-2 CHECK VISUAL INSPECTION, FOUND A 2 INCH CRACK AT BS 360, STR 11L ANGLE. REPAIRED AND REPLACED STRINGER ANGLE PER REPAIR DOCUMENT SRM 51-40-02. (X)									
5320 USAA	373US 22952	BOEING 7373B7				CLIP 693535214	CRACKED BS 663.75	37485	12/14/97 USAA970373
CLT - DURING Q-2 CHECK VISUAL INSPECTION, FOUND A CRACK AT THE RIVET HOLE STR 10R TIE-CLIP AT STA 663.75 STRINGER TIE. PART REPLACED WITH IDENTICAL PART. (X)									
5320 USAA	390US 23312	BOEING 7373B7				FORMER	CRACKED BS 727	36948	3/20/98 USAA980120
CLT - DURING Q-6 HFEC AND VISUAL INSPECTION, FOUND A 1.5 INCH CRACK AT STATION 727D FORMER. FRAME REPAIRED AT STATION 727D BL 1L PER REPAIR DOCUMENT SRM 51-70-11 FIG 1. (M)									
5320 USAA	390US 23312	BOEING 7373B7				SILL	CRACKED BS 296	36948	3/20/98 USAA980119
CLT - DURING Q-6 CHECK VISUAL INSPECTION, FOUND A .5 INCH CRACK AT RIVET HOLE FORWARD SERVICE DOOR SILL STATION 296 RBBL 55.0. WEB REPAIR, DOUBLER INSTALLED PER REPAIR DOCUMENT SRM 51-70-13. (M)									
5320 USAA	390US 23312	BOEING 7373B7				ANGLE	CORROSION BS 312	36948	3/20/98 USAA980125
CLT - DURING Q-6 VISUAL INSPECTION, FOUND A 17 INCH AREA OF CORROSION AT THE REPAIR ANGLE T-CAP STATION 312 FLOORBEAM LBBL 6 TO RBBL 11. CORROSION TASK NR C53-107-02. INSTALLED DOUBLER PER SRM 53-10-51. (M)									
5320 SWAA	691SW 23781	BOEING 7373G7				SHROUD	DAMAGED BS 500		3/14/98 SWAA980307
DURING SCHEDULED D-CHECK, FOUND TOOLING MARK ON SIDEWALL SHROUD ATTACH BRACKET AT BS 500A RBL 57 WL 181. REPAIRED PER BOEING SRM.									
5320 SWAA	691SW 23781	BOEING 7373G7				ANGLE	DAMAGED BS 700		3/13/98 SWAA980283
DURING SCHEDULED D-CHECK, FOUND LT WHEEL WELL ATTACH ANGLE AT BS 700 WL 152 TO 172, LBL 57 HAS MECHANICAL DAMAGE ON THE OUTBOARD FLANGE. REPAIRED PER BOEING SRM.									
5320 SWAA	691SW 23781	BOEING 7373G7				ANGLE	CRACKED BS 568		3/14/98 SWAA980306
DURING SCHEDULED D-CHECK, FOUND SKATE ANGLE CRACKED AT BS 568 LBL 55 WL 178. REPAIRED PER BOEING SRM.									

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5320 SWAA	691SW 23781	BOEING 7373G7				STRINGER CLIP	CRACKED BS 663		3/13/98 SWAA980287
DURING SCHEDULED D-CHECK, FOUND STRINGER CLIP CRACKED AT BS 663 STR 10 LT, BS 663 STR 10 RT. REPAIRED PER BOEING SRM.									
5320 SWAA	691SW 23781	BOEING 7373G7				ANGLE	CRACKED BS 727		3/13/98 SWAA980284
DURING SCHEDULED D-CHECK, FOUND CRACKED SUPPORT ANGLE AT BS 727+2, RBL 3 WL 162. REPAIRED PER BOEING SRM.									
5320 SWAA	691SW 23781	BOEING 7373G7				SUPPORT	CORRODED BS 774-857		3/13/98 SWAA980271
DURING SCHEDULED D-CHECK, FOUND VERTICAL SUPPORT WEB TIE STRAP CORRODED AT BS 774 TO 857, RBL 19 WL 164. REMOVED AND REPLACED PER BOEING SRM.									
5320 SWAA	691SW 23781	BOEING 7373G7				SUPPORT	CORRODED BS 993.5		3/13/98 SWAA980292
DURING SCHEDULED D-CHECK, FOUND CORROSION ON FLOOR SUPPORT AT BS 993.5 LBL 17 WL 208, BS 993.5 LBL 24 WL 208. REPAIRED PER BOEING SRM.									
5320 SWAA	691SW 23781	BOEING 7373G7				ANGLE	CRACKED BS 294		3/14/98 SWAA980312
DURING SCHEDULED D-CHECK, FOUND CRACKED L-ANGLE AT BS 294 RBL 54.5 WL 208.5. REPAIRED PER BOEING SRM.									
5320 SWAA	691SW 23781	BOEING 7373G7				WEB	CORRODED BS 1016/1028		3/13/98 SWAA980291
DURING SCHEDULED D-CHECK, FOUND CORROSION ON LAV FLOOR SHEAR WEB AT BS 1016 LBL 14 WL 33, BS 1028 LBL 6 WL 18.5. REPAIRED PER BOEING SRM.									
5320 SWAA	691SW 23781	BOEING 7373G7				CLIP	CRACKED BS 500		3/14/98 SWAA980309
DURING SCHEDULED D-CHECK, FOUND STRINGER CLIP CRACKED AT BS 500D STR 19 RT, BS 500D STR 19 LT. REPAIRED PER BOEING SRM.									
5320 SWAA	691SW 23781	BOEING 7373G7				ANGLE	CRACKED BS 949		3/13/98 SWAA980286
DURING SCHEDULED D-CHECK, FOUND CRACKED L-ANGLE AT BS 949 RBL 66.5 WL 230. REPAIRED PER BOEING SRM.									
5320 SWAA	690SW 23783	BOEING 7373G7				WEB	CRACKED BS 787/807		3/28/98 SWAA980428
DURING SCHEDULED D-CHECK, FOUND WEB CRACKED BETWEEN BS 787 AND 807, STR 24L WL 161. REPAIRED PER BOEING SRM.									
5320 SWAA	690SW 23783	BOEING 7373G7				STRINGER CLIP	CRACKED BS 400		3/28/98 SWAA980427
DURING SCHEDULED D-CHECK, FOUND CRACKED STRINGER CLIP FWD CARGO BAY AT BS 400 STR 28L. REPAIRED PER BOEING SRM.									
5320 AWXA	308AW 24710	BOEING 7373G7				SILL 654587570	CORRODED SERVICE DOOR		12/5/97 AWXA9700723
DURING SCHEDULED C-8 INSPECTION, FOUND FWD SERVICE DOOR MOP SILL CORRODED. REMOVED AND REPLACED MOP SILL PER SRM 51-40-02.									
5320 SWAA	55SW 21593	BOEING 7373H4				SKIN	CRACKED RT LE FLAP		3/14/98 SWAA980298
DURING SCHEDULED 1/4 D-CHECK, FOUND CRACK ON RT KRUEGER FLAP I/B END. REMOVED AND REPLACED PER BOEING MM.									

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5320 SWAA	55SW 21593	BOEING 7373H4				NUT PLATE	CORRODED BS 520		3/14/98 SWAA980297
DURING SCHEDULED 1/4 D-CHECK, FOUND CORROSION AROUND NUT PLATE HOLE AT BS 520, RBL 25. REPAIRED PER BOEING SRM.									
5320 SWAA	332SW 23696	BOEING 7373H4				CREASE BEAM	CRACKED BS 177		3/26/98 SWAA980404
DURING SCHEDULED D-CHECK, FOUND CREASE BEAM CRACKED AT BS 177 STR 17 WL 208. REPAIRED PER BOEING SRM.									
5320 SWAA	332SW 23696	BOEING 7373H4				FRAME	CRACKED GALLEY DOORWAY		3/26/98 SWAA980402
DURING SCHEDULED D-CHECK, FOUND GALLEY DOORWAY UPPER FWD STUB FRAME CRACKED. REPAIRED PER BOEING SRM.									
5320 SWAA	332SW 23696	BOEING 7373H4				ANGLE	CORRODED BS 312-348		3/26/98 SWAA980394
DURING SCHEDULED D-CHECK, FOUND FWD ENTRY DOORWAY LOWER SILL I/B SUPPORT ANGLE CORRODED AT BS 312 TO 348, WL 209, LBL 61. REMOVED AND REPLACED PER BOEING SRM.									
5320 SWAA	332SW 23696	BOEING 7373H4				ANGLE	CORRODED GALLEY DOORWAY		3/26/98 SWAA980395
DURING SCHEDULED D-CHECK, FOUND AFT GALLEY DOORWAY LOWER SILL SUPPORT Z-ANGLES CORRODED. REMOVED AND REPLACED PER BOEING SRM.									
5320 SWAA	333SW 23697	BOEING 7373H4				FITTING	CRACKED BS 867		3/13/98 SWAA980275
DURING SCHEDULED D-CHECK, FOUND FRAME CRACKED AT HAT FITTING AT BS 867, STR 8L AND 9L. REPAIRED PER TRAMCO EWO 98-0042.									
5320 W8PA	961WP 23332	BOEING 7373L9				WEB	CORRODED BS 950		4/2/97 W8PA970485
FOUND CORROSION ON THE BOTTOM OF WEB AT AED, BS 950-987, LBL 55, WL 207. REMOVED WEB AT BS 950-987, LBL 55, WL 208 DUE TO CORROSION. FABRICATED NEW WEB AND INSTALLED PER 51-40-02. (M)									
5320 W8PA	961WP 23332	BOEING 7373L9				WEB	CORRODED BS 1015		4/2/97 W8PA970486
FOUND CORROSION ON BOTTOM OF WEB AROUND FASTENERS AT BS 1015, RBL 42, WL 208. REMOVED PART AND FABRICATED NEW WEB. INSTALLED PARTS PER SRM 51-40-02, BS 1015, WL 208, RBL 42. (M)									
5320 W8PA	961WP 23332	BOEING 7373L9				WEB	CORRODED BS 1015		4/2/97 W8PA970488
FOUND CORROSION UNDER WEB AT BS 1015, LBL 44, WL 208. FABRICATED NEW WEB AND INSTALLED. (M)									
5320 W8PA	961WP 23332	BOEING 7373L9				FLOOR SUPPORT	CORRODED BS 727		3/31/97 W8PA970516
FOUND CORROSION ON FLOOR SUPPORT BS 727B PLUS 17 - 926, RBL 7.5, WL 175. FABRICATED REPAIR PARTS AND REPLACED FLOORBEAM, BS 727B PLUS 17 - 926, RBL 7.5, WL 175. (M)									
5320 W8PA	961WP 23332	BOEING 7373L9				SUPPORT	CORRODED BS 960		4/2/97 W8PA970530
FOUND CORROSION ON FLOOR SUPPORT TOP AND BOTTOM BS 960, LBL 19, WL 208. BS 960, LBL 19, WL 208. REPLACED BEAM SUPPORT. (M)									
5320 W8PA	961WP 23332	BOEING 7373L9				CHANNEL	CRACKED BS 520		4/1/97 W8PA970483
EXPANSION LINK SEAT TRACK SUPPORT CHANNEL IS CRACKED. REMOVED CRACKED EXPANSION LINK AND REPLACED WITH NEW EXPANSION LINK, BS 520, WL 206, RBL 24.5. (M)									

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5320 W8PA	961WP 23332	BOEING 7373L9				CHANNEL	CRACKED BS 520		4/1/97 W8PA970482
EXPANSION LINK SEAT TRACK SUPPORT CHANNEL IS CRACKED. REMOVED DAMAGE PART, INSTALLED NEW PART, BS 520, WL 206, RBL 24.5. (M)									
5320 W8PA	961WP 23332	BOEING 7373L9				WEB	CORRODED BS 992		4/1/97 W8PA970235
FOUND CORROSION ON OUTBOARD SIDE OF WEB. REPLACED PARTS PER SRM 51-40-02, BS 992, WL 197 LBL 38. (M)									
5320 W8PA	961WP 23332	BOEING 7373L9				WEB	CRACKED BS 350		3/31/97 W8PA970524
FOUND CRACKED WEB BS 350, LBL 66, STRINGER 16L. REMOVED DAMAGED AREA OF WEB. FABRICATED REPAIR PARTS AND INSTALLED, BS 350, LBL 66, STRINGER 16. (M)									
5320 W8PA	961WP 23332	BOEING 7373L9				SUPPORT	CORRODED BS 727		3/31/97 W8PA970232
FOUND CORROSION ON FLOOR SUPPORT AROUND NUTPLATES. REPAIRED AND REPLACED FLOOR SUPPORT, BS 727B PLUS 17 TO 926, WL 175, LBL 12. (M)									
5320 W8PA	961WP 23332	BOEING 7373L9				MOUNT	CORRODED BS 990		4/3/97 W8PA970525
FOUND GALLEY MOUNT HAS CORROSION IN HOLE AND NUTPLATE MISSING, BS 990, LBL 38, WL 208. REMOVED OLD GALLEY MOUNT AND REPLACED WITH NEW MOUNT. (M)									
5320 W8PA	961WP 23332	BOEING 7373L9				FLOOR SUPPORT	CORRODED BS 727		3/31/97 W8PA970517
FOUND CORROSION ON FLOOR SUPPORT AROUND NUTPLATES BS 727 PLUS 17 - 860, LBL 3, WL 164. REMOVED CORROSION, FOUND FLOOR SUPPORT TO BE OUT OF LIMITS, REPAIRED. (M)									
5320 W8PA	961WP 23332	BOEING 7373L9				FLOOR SUPPORT	CORRODED BS 987		4/2/97 W8PA970487
FOUND CORROSION ON FLOOR SUPPORT AROUND TOP AND BOTTOM OF FASTENERS AND FASTENER HOLES BS 987 - BS 1006, BL 0, WL 208. REMOVED FLOOR SUPPORT FROM BS 987 - BS 1006 PER SRM 51-40-02. INSTALLED NEW SUPPORT. (M)									
5320 W8PA	961WP 23332	BOEING 7373L9				WEB	CRACKED BS 987		4/18/97 W8PA970528
CRACK ON WEB AT BS 987, LBL 38, WL 208. REMOVED CRACKED WEB. FABRICATED NEW WEB AND INSTALLED. (M)									
5320 W8PA	961WP 23332	BOEING 7373L9				INTERCOSTAL	CORRODED BS 867		4/1/97 W8PA970505
FOUND CORROSION ON BOTTOM SIDE OF INTERCOSTAL BS 867-887, RBL 23, WL 166. FABRICATED NEW INTERCOSTAL AND INSTALLED BS 867-887, RBL 23, WL 166. (M)									
5320 W8PA	961WP 23332	BOEING 7373L9				SUPPORT	CORRODED BS 727		3/31/97 W8PA970233
FOUND CORROSION ON FLOOR SUPPORT AROUND NUTPLATES. FABRICATED AND INSTALLED REPAIR PARTS, BS 727B PLUS 17 TO 860, WL 164, LBL 8. (M)									
5320 W8PA	961WP 23332	BOEING 7373L9				GALLEY MOUNT	CORRODED BS 990		4/3/97 W8PA970497
FOUND GALLEY (64B) MOUNT HAS CORROSION IN HOLE AND NUTPLATE MISSING BS 990, RBL 38, WL 208. REMOVED AND REPLACED G4B MOUNT BS 990, RBL 38, WL 208. (M)									
5320 W8PA	961WP 23332	BOEING 7373L9				SUPPORT	CORRODED BS 764		4/1/97 W8PA970507
FOUND CORROSION ON FLOOR TO SIDEWALL SUPPORT BS 992, LBL 38, WL 197. REPLACED PARTS BS 992, LBL 38, WL 197. (M)									

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5320 W8PA	961WP 23332	BOEING 7373L9				CHORD	CORRODED BS 629		4/1/97 W8PA970508
FOUND CORROSION BS 629, LBL 70 TO STRINGER 15L AROUND FASTENER HOLES. REPLACED CHORD PER BS 629, LBL 70, STRINGER 15L. (M)									
5320 W8PA	961WP 23332	BOEING 7373L9				BRACKET	CORRODED BS 807		4/1/97 W8PA970509
FOUND BRACKET CRACKED AT BS 807, RBL 22, WL 157. REPLACED CRACKED BRACKET AT BS 807, RBL 22, WL 157. (M)									
5320 W8PA	961WP 23332	BOEING 7373L9				HAT CHANNEL	CORRODED BS 912		4/2/97 W8PA970510
FOUND CORROSION ON HAT CHANNEL BS 912, RBL 22 - RBL 42, WL 208. FABRICATED NEW HAT CHANNEL AND INSTALLED. (M)									
5320 W8PA	961WP 23332	BOEING 7373L9				INTERCOSTAL	CORRODED BS 927		3/31/97 W8PA970498
FOUND CORROSION UNDER NUTPLATES ON INTERCOSTAL UNDER FLOOR TO SIDEWALL SUPPORT. REMOVED INTERCOSTAL, FABRICATED LEFT INTERCOSTAL, BS 927-947, LBL 22.5, WL 173. (M)									
5320 W8PA	961WP 23332	BOEING 7373L9				CHANNEL	CORRODED BS 987		4/7/97 W8PA970512
FOUND WEB SUPPORT CHANNEL HAS CORROSION. FABRICATED AND INSTALLED NEW SUPPORT AND STRAP, BS 987, WL 208, RBL 47. (M)									
5320 W8PA	961WP 23332	BOEING 7373L9				INTERCOSTAL	CORRODED BS 927		3/31/97 W8PA970515
FOUND CORROSION ON INTERCOSTAL AND ATTACH BRACKETS BS 927-947, STRINGER 21R, WL 187. FABRICATED NEW INTERCOSTAL AND ATTACH BRACKETS AND INSTALLED, BS 927-947, STRINGER 21R, WL 187. (M)									
5320 W8PA	961WP 23332	BOEING 7373L9				DOUBLER	CRACKED BS 373		4/3/97 W8PA970496
AVIONICS COOLING FAN EXHAUST PORT SKIN DOUBLER CRACKED AND CORRODED AT BS 373, BL 0, WL 148. REMOVED AND REPLACED COOLING FAN EXHAUST SKIN DOUBLER. (M)									
5320 W8PA	961WP 23332	BOEING 7373L9				ANGLE	CORRODED BS 987		4/3/97 W8PA970495
L-ANGLE CORRODED AT BS 987, LBL 52, WL 204. FABRICATED AND INSTALLED NEW L-ANGLE. (M)									
5320 W8PA	961WP 23332	BOEING 7373L9				FLOOR SUPPORT	CORRODED BS 975		4/2/97 W8PA970494
FOUND CORROSION ON FLOOR SUPPORT AROUND TOP AND BOTTOM OF FASTENER HOLES BS 975 - BS 987, LBL 18, WL 208. INSTALLED NEW SUPPORT. (M)									
5320 W8PA	961WP 23332	BOEING 7373L9				FLOOR SUPPORT	CORRODED BS 960		4/2/97 W8PA970492
FOUND CORROSION ON FLOOR SUPPORT TOP AND BOTTOM BS 960, LBL 19, WL 208. REPLACED BEAM SUPPORT. (M)									
5320 W8PA	961WP 23332	BOEING 7373L9				HAT CHANNEL	CORRODED BS 912		4/2/97 W8PA970491
FOUND CORROSION ON HAT CHANNEL BS 912 - BS 947, LBL 20, WL 208. REMOVED PART AND SENT OUT FOR FABRICATION. RECEIVED NEW PART FROM FABRICATION AND LOCATED HOLES IN NEW HAT CHANNEL PER SRM 51-40-02 AND INSTALLED. (M)									

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5320 W8PA	961WP 23332	BOEING 7373L9				BRACKET	CORRODED BS 967		4/2/97 W8PA970484
FOUND CORROSION ON 4 'Z' BRACKETS AT AED BS 967 - BS 985, LBL 55, WL 208. 'Z' BRACKETS CORROSION EXCEED LIMITS ON ALL FOUR BRACKETS. REMOVED FROM WEB PER SRM 53-60-15. REMOVED OLD 'Z' CHANNELS AND LOCATED HOLES IN NEW PART. INSTALLED PER SRM 51-40-02, 51-01-02, 51-20-01 AND MM 51-21-99. (M)									
5320 W8PA	961WP 23332	BOEING 7373L9				SUPPORT	CORRODED BS 877		3/31/97 W8PA970514
FOUND CORROSION ON FLOOR TO SIDEWALL SUPPORT, BOTH TOP AND BOTTOM AROUND NUTPLATES BS 877-949, LBL 21, WL 174. REMOVED CORRODED PART. FABRICATED AND INSTALLED NEW PART. (M)									
5320 SWAA	696SW 23064	BOEING 7373T5				INTERCOSTAL	CRACKED BS 179		4/4/98 SWAA980498
DURING SCHEDULED D-CHECK, FOUND INTERCOSTAL CRACKED AT BS 179, RBL 25 AND LBL 25. REPLACED BOTH PER BOEING SRM.									
5320 SWAA	696SW 23064	BOEING 7373T5				WEB	CRACKED BS 178		3/13/98 SWAA980293
DURING SCHEDULED D-CHECK, FOUND WEB CRACK AT BS 178 BL 0 WL 188. REMOVED AND REPLACED PER SWA T1-353-057.									
5320 SWAA	696SW 23064	BOEING 7373T5				ANGLE	CRACKED BS 727		3/13/98 SWAA980295
DURING SCHEDULED D-CHECK, FOUND CRACKED SUPPORT ANGLE BS 727+2 LBL 1, WL 169. REPAIRED PER BOEING SRM.									
5320 ASAA	771AS 25104	BOEING 7374Q8				ANGLE 6517688175	CORRODED L1 DOOR SILL		2/4/98 ASAA9840021
SEA - DURING C-CHECK, FOUND CORROSION IN THE UPPER SURFACE OF THE L1 DOOR SILL ANGLE. REPAIRED PER EA 5310-01569 AND BOEING TELEX ASA-SEA-98-0030RR. (M)									
5320 ASAA	779AS 25111	BOEING 7374Q8				BRACKET 6978602	WORN BS 729.35		1/22/98 ASAA9840012
SEA - DURING C-CHECK, EXCESSIVE WEAR WAS FOUND AROUND FASTENER HOLE ON THE LEFT MLG FAIRING BRACKET AT STATION 729.35. REPAIRED PER EA 5320-01333. (M)									
5330 USAA	223US 21665	BOEING 737201				SKIN	CRACKED BS 963	51546	2/19/98 USAA980076
INT - DURING Q-4 CHECK VISUAL INSPECTION, FOUND 3 INCH CRACK BS 963, STRINGER 17R SKIN. INSTALLED DOUBLER, REPAIRED PER SRM 53-30-3 AND BOEING DRAWING 65C27287. (M)									
5330 USAA	223US 21665	BOEING 737201				SKIN	CRACKED BS 764	51546	2/19/98 USAA980071
INT - DURING Q-4 CHECK VISUAL INSPECTION, FOUND 1 INCH CRACK BS 764 AT STRINGER 19L SKIN. INSTALLED DOUBLER, REPAIRED PER SRM 53-30-3 FIG 6. (M)									
5330 USAA	223US 21665	BOEING 737201				SKIN	CRACKED BS 328	51546	2/19/98 USAA980074
INT - DURING Q-4 CHECK VISUAL INSPECTION, FOUND 2 INCH CRACK LOWER AFT CORNER FORWARD SERVICE DOOR CUTOUT STATION 328 STRINGER 17 SKIN AND BARE STRAP. INSTALLED DOUBLERS PER SRM 53-30-3. (M)									
5330 USAA	239US 22354	BOEING 737201				SKIN	DENTED BS 380	42551	5/8/97 USAA970184
INT - DURING Q-5 CHECK VISUAL INSPECTION, FOUND DENT 3.5 INCH BY 1.5 INCH SKIN STATION 380 STRINGER 19R. REMOVED DAMAGE AND INSTALLED REPAIR DOUBLER, REPAIRED PER SRM 53-30-3. (M)									

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5330 USAA	239US 22354	BOEING 737201				SKIN	CRACKED SERVICE DOORWAY	42551	5/8/97 USAA970186
INT - DURING Q-5 CHECK VISUAL INSPECTION, FOUND CRACK .100 INCH LONG UPPER HINGE CUTOUT, AFT SERVICE DOOR SKIN. INSTALLED REPAIR DOUBLER, REPAIRED PER SRM 53-30-3. (M)									
5330 USAA	239US 22354	BOEING 737201				SKIN	CRACKED FUSELAGE	42551	5/8/97 USAA970188
INT - DURING Q-5 CHECK VISUAL INSPECTION, FOUND .25 INCH CRACK AT 1 RIGHT COCKPIT WINDOW FRAME SKIN. FABRICATED DOUBLER AND INSTALLED, REPAIRED PER SRM 53-30-3 FIG 11. (M)									
5330 USAA	240AU 22355	BOEING 737201				SKIN	CRACKED SERVICE DOORWAY	42621	5/21/97 USAA970197
INT - DURING Q-5 CHECK VISUAL INSPECTION, FOUND .125 INCH CRACK AFT SERVICE DOOR UPPER HINGE CUTOUT UPPER FORWARD CORNER SKIN. INSTALLED DOUBLER, REPAIRED PER SRM 53-30-3. (M)									
5330 USAA	240AU 22355	BOEING 737201				SKIN	CRACKED PAX DOORWAY	42621	5/21/97 USAA970200
INT - DURING Q-5 CHECK VISUAL INSPECTION, FOUND .125 INCH AND .25 INCH CRACK LOWER HINGE CUT OUT UPPER AND LOWER CORNERS (FWD ENTRY DOOR) SKIN. INSTALLED DOUBLERS, REPAIRED PER TR 52-10-05. (M)									
5330 USAA	240AU 22355	BOEING 737201				SKIN	CRACKED CARGO DOORWAY	42621	5/21/97 USAA970199
INT - DURING Q-5 CHECK VISUAL INSPECTION, FOUND .5 INCH CRACK LOWER FORWARD CORNER OF FORWARD CARGO DOOR CUTOUT SKIN. INSTALLED DOUBLER, REPAIRED PER EA 42403. (M)									
5330 USAA	240AU 22355	BOEING 737201				SKIN	CRACKED COCKPIT	42621	5/21/97 USAA970195
INT - DURING Q-5 CHECK VISUAL INSPECTION, FOUND .25 INCH CRACK LEFT UPPER CORNER OF CAPTAINS NR 1 WINDOW FRAME FLIGHT COMPARTMENT SKIN. STOP DRILLED CRACK AND INSTALLED DOUBLER REPAIR, REPAIRED PER SRM 53-30-3 FIG 11. (M)									
5330 USAA	254AU 22796	BOEING 737201				SKIN	CRACKED PAX DOORWAY	40136	2/23/98 USAA980088
INT - DURING Q-3 CHECK VISUAL INSPECTION, FOUND .375 INCH CRACK AFT ENTRY GALLEY DOOR UPPER HINGE CUT OUT SKIN EXTERIOR. CUT OUT CRACK AND INSTALLED DOUBLER, REPAIRED PER SRM 53-30-3. (M)									
5330 USAA	254AU 22796	BOEING 737201				SKIN	CRACKED BS 727	40136	2/23/98 USAA980099
INT - DURING Q-3 CHECK VISUAL INSPECTION, FOUND CRACK 2 INCHES LONG STATION 727A PLUS 4 INCH STRINGER 18R SKIN. INSTALLED REPAIR DOUBLER, REPAIRED PER SRM 53-30-3. (M)									
5330 USAA	254AU 22796	BOEING 737201				SKIN	CRACKED PAX DOORWAY	40136	2/23/98 USAA980087
INT - DURING Q-3 CHECK VISUAL INSPECTION FOUND .5 INCH CRACK FORWARD ENTRY DOORWAY UPPER HINGE CUTOUT SKIN. CUTOUT CRACK AND INSTALLED FILLER AND DOUBLER, REPAIRED PER SRM 51-10-1, SRM 53-30-3, AND EA 43555. (M)									
5330 USAA	254AU 22796	BOEING 737201				SKIN	CRACKED BS 727	40136	2/23/98 USAA980097
INT - DURING Q-3 CHECK VISUAL INSPECTION, FOUND CRACK 2 INCH LONG STATION 727 A STRINGER 18R SKIN. INSTALLED REPAIR DOUBLER, REPAIRED PER SRM 53-30-3. (M)									

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5330 USAA	259AU 22806	BOEING 737201				SKIN	CRACKED SERVICE DOORWAY	39110	2/23/98 USAA980105
INT - DURING Q-6 CHECK EDDY CURRENT INSPECTION, FOUND .125 INCH CRACK ON EXTERNAL FUSELAGE SKIN AT FORWARD RT SERVICE DOOR LOWER HINGE CUTOUT FORWARD EDGE SKIN. REMOVED SECTION OF SKIN AND INSTALLED REPAIR DOUBLER. REPAIRED PER SB 737-53-1074 FIG 3 AND SRM 53-30-3 FIG 32. (M)									
5330 DALA	328DL 23100	BOEING 737232				SKIN	DENTED BS 380		2/9/98 DL73S980337
DURING INSPECTION, A DENT WAS FOUND IN THE FUSELAGE SKIN AT APPROX STA 380 AND S18L. REPAIRED PER ERA 331346-14.									
5330 DALA	330DL 23102	BOEING 737232				SKIN 6545768279280	GOUGED BS 489		3/9/98 DL73S980538
SEVERAL GOUGES AND NICKS WERE FOUND IN THE EDGE OF THE SKIN O THE AFT SIDE OF THE C1 DOOR CUTOUT AT APPROX FS 489, BETWEEN S21R AND S23R. REPAIRED PER ERA 331462-14.									
5330 P2EA	620PC 19708	BOEING 737244				SKIN	DENTED BS 397		2/5/98 P2EA98029
SJO - DURING C-CHECK, UPPER FUSELAGE DENTED SKIN SECTION OUT OF LIMITS AT STATION 397, BETWEEN STRINGERS 2 AND 3 LEFT. REPAIRED DAMAGED SECTION PER SRM 53-30-3, FIG 7. (M)									
5330 P2EA	620PC 19708	BOEING 737244				SKIN	DENTED BS 890		2/3/98 P2EA98025
SJO - DURING C-CHECK, FOUND UPPER FUSELAGE DENTED SKIN SECTION OUT OF LIMITS AT BS 890 BELOW STRINGER 21R. REPAIRED DAMAGED SECTION IAW SRM 53-30-3 FIG 5. (M)									
5330 P2EA	620PC 19708	BOEING 737244				SKIN	DENTED BS 434		2/3/98 P2EA98030
SJO - DURING C-CHECK ITEM, UPPER FUSELAGE, DENTED SKIN SECTION OUT OF LIMITS AT BS 434 BETWEEN STRINGERS 1 AND 2L. REPAIRED DAMAGED SECTION IAW SRM 53-30-3 FIG 5. (M)									
5330 AWXA	178AW 22645	BOEING 737277				SKIN	CRACKED FUSELAGE		2/4/98 AWXA9800106
DURING ROUTINE MAINTENANCE CHECK, FOUND CRACK IN FUSELAGE SKIN 2 INCHES LONG LT FWD WING TO BODY. REPAIRED PER SRM 53-30-03 FIG 1.									
5330 AWXA	180AW 22647	BOEING 737277				SKIN	CRACKED BS 747		1/30/98 AWXA9800104
DURING ROUTINE MAINTENANCE CHECK, FOUND FUSELAGE SKIN CRACK STA 747A STR 17R. REPAIR PER SRM 53-30-03.									
5330 AWXA	180AW 22647	BOEING 737277				SKIN	CRACKED BS 760		2/1/98 AWXA9800100
DURING ROUTINE MAINTENANCE CHECK, FOUND FUSELAGE CRACK AT STA 760 STR 18. REPAIR PER SRM 53-30-03 FIG 6 AND PLACE ON AWM106 NR 980149.									
5330 AWXA	180AW 22647	BOEING 737277				SKIN	CRACKED BS 825		4/14/98 AWXA9800101
DURING ROUTINE MAINTENANCE CHECK, FOUND FUSELAGE CRACK AT STA 825 BETWEEN STR 15R AND 16R. REPAIR PER 53-30-03.									
5330 AWXA	184AW 22651	BOEING 737277				SKIN	CRACKED BS 747		4/15/98 AWXA9800105
DURING ROUTINE MAINTENANCE CHECK, FOUND FUSELAGE SKIN CRACK LT SIDE STR 17L STA 747. REPAIR PER SRM 53-30-03 FIG 1.									

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5330 AWXA	185AW 22652	BOEING 737277				SKIN	CRACKED BS 727		3/11/98 AWXA9800099
DURING ROUTINE MAINTENANCE CHECK, FOUND FUSELAGE SKIN CRACK AT STA 727B STR 18. TEMP REPAIR PER SRM 53-30-03.									
5330 AWXA	185AW 22652	BOEING 737277				SKIN	CRACKED BS 727		3/7/98 AWXA9800098
DURING ROUTINE MAINTENANCE CHECK, FOUND LT FUSELAGE CRACK AT STA 727. REPAIR PER SRM 53-30-03.									
5330 AWXA	145AW 20194	BOEING 7372A6				SKIN	CORRODED BS 350		2/1/98 AWXA9800102
LOWER FUSELAGE SKIN BULGING AROUND FASTENERS AT THE E AND E DOOR AND THE NLG W/W AREA AS FOLLOWS: BS 358 RT OF ANTENNA BL 3 AFT LT CORNER OF E AND E DOOR CUTOUT LT SIDE STA 350 STR 26 AND STR 27. AFT AND LT AREA OF THE E AND E DOOR, STA 350, 320 STR 26 AND STR 27 SKIN BULGING, STA 294 STR 25 SKIN BULGING, AND BULGING SKIN AROUND THE NOSE. INSTALLED FASTENERS PER 2-53-43-22B SR 737-53-1076 PART 4 STEP D AND TRANSFERRED TO AWM 106 NR 980141 SCHEDULED TO TERMINATE AT C-CHECK.									
5330 USAA	278AU 22890	BOEING 7372B7				SKIN	CRACKED PAX DOORWAY	40163	2/26/98 USAA980106
ROA - DURING 'CX-2' CHECK VISUAL/EDDY CURRENT INSPECTION, FOUND .25 INCH CRACK FORWARD ENTRY DOOR CUT OUT LOWER HINGE CUT OUT FUSELAGE SKIN. INSTALLED DOUBLER, REPAIRED PER SRM 53-30-3, FIG 31. (M)									
5330 USAA	286AU 23133	BOEING 7372B7				SKIN	CRACKED BS 440	35038	4/22/97 USAA970152
INT - DURING Q-5 CHECK VISUAL INSPECTION, FOUND GOUGE .5 INCH DIAMETER STATION 440 STRINGER 21R SKIN. INSTALLED DOUBLER, REPAIRED PER SRM 53-30-3. (M)									
5330 USAA	286AU 23133	BOEING 7372B7				SKIN	DENTED BS 937	35038	4/22/97 USAA970151
INT - DURING Q-5 CHECK VISUAL INSPECTION, FOUND DENT 1 INCH BY 2 INCH STATION 937 ABOVE STRINGER 20L, SKIN. INSTALLED DOUBLER, REPAIRED PER EA 42374. (M)									
5330 SWAA	55SW 21593	BOEING 7372H4				SKIN	CORRODED BS 907		3/15/98 SWAA980304
DURING SCHEDULED D-CHECK, FOUND CORROSION UNDER STRINGER SPLICE AT BS 907, STR 24R. REPAIRED PER BOEING SRM.									
5330 SWAA	56SW 21721	BOEING 7372H4				SKIN	DAMAGED FUSELAGE		3/15/98 SWAA980310
DURING SERVICE VISIT, REPAIRED SKIN LAP AT BS 360 TO 540 STR 14L, STR 10L, 4L, 4R, 10R, 14R; BS 540 TO 727 STR 4L, 4R; BS 727 TO 908 STR 10L, 4L, 4R, 10R. REPAIRED PER SWA ACO 6717-53.									
5330 SWAA	56SW 21721	BOEING 7372H4				SKIN	WORN VERT STAB		3/26/98 SWAA980393
DURING SCHEDULED 1/4 D-CHECK, FOUND SKIN BELOW LT STAB. REAR SPAR ATTACH CUTOUT IS WORN. REPAIRED PER BOEING SRM.									
5330 SWAA	71SW 22358	BOEING 7372H4				SKIN	CRACKED BS 727		3/14/98 SWAA980303
DURING SCHEDULED SERVICE CHECK, FOUND APPROX 5 SKIN CRACK AT FUSELAGE LAP JOINT BS 727B S10L. REPAIRED PER BOEING SRM.									
5330 SWAA	104SW 23110	BOEING 7372H4				SKIN	CRACKED BS 767		3/30/98 SWAA980443
DURING SCHEDULED SERVICE CHECK, FOUND SKIN CRACKED AT BS 767 RT SIDE 5 INCHES BELOW WHITE STRIPE. REMOVED AND REPLACED PER BOEING MM.									

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5330 USAA	230AU 21975	BOEING 7372Q9				SKIN	CRACKED BS 727	48323	1/7/98 USAA980054
ROA - DURING CX-6 CHECK VISUAL INSPECTION, FOUND .5 INCH CRACK BS 727A PLUS 8 STRINGER 18L FUSELAGE SKIN. STOPPED DRILLED CRACK AND INSTALLED DOUBLER, REPAIRED PER SRM 53-30-3 FIG 6. (M)									
5330 TSAA	807AL 23443	BOEING 7372T4				SKIN	CRACKED BS 787		7/8/97 TSAA9753154
DURING OVERNIGHT CHECK, FOUND FUSELAGE SKIN CRACK .50 INCH LONG AT BS 787 + 3 INCHES APPROXIMATELY 1 INCH BELOW S17L. CONFIRMED BY HFEC. REPAIRED PER SRM 53-30-3. AIRCRAFT RETURNED TO SERVICE. TAT: 27,160:45 HOURS. TAC: 30,404. (X)									
5330 W8PA	949WP 23230	BOEING 737301				SKIN	DENTED BS 442		4/22/97 W8PA9705888
TWO GOUGES ON INTERIOR SKIN NEXT TO FORWARD CARGO DOOR CUTOUT, BS 442, RBL 51, WL 169.9. MEASURED GAUGES AT LEADING EDGE OF FWD CARGO DOOR CUTOUT BS 442, RBL 51, WL 169.9. AN ORIGINAL THICKNESS OF .210 INCH, .057 INCH OF MATERIAL HAS BEEN GOUGED OUT LEAVING .153 INCH OF MATERIAL IN AN AREA OF .5 INCH BY .25 INCH THIS AREA OF INTERIOR SKIN IS OUT OF LIMITS PER SRM 53-30-01. REMOVED ALL FASTENERS AND FABRICATED FILLER. CONTINUED WORK ON DOUBLER IAW AER 042 597JB-1. FINISHED FABRICATION REPAIR. (M)									
5330 USAA	390US 23312	BOEING 7373B7				SKIN	CRACKED BS 727	36948	3/20/98 USAA980118
CLT - DURING Q-6 AND HFEC CHECK VISUAL INSPECTION, FOUND TWO 2 INCH LONG CRACKS IN THE SKIN AT STATION 727D PLUS 6 BL 2L AND BL 2R. INSTALLED DOUBLER PER REPAIR DOCUMENT SRM 53-60-01. (M)									
5330 SWAA	691SW 23781	BOEING 7373G7				SKIN	CRACKED BS 329		3/13/98 SWAA980289
DURING SCHEDULED D-CHECK, FOUND CRACK IN SKIN AT FWD SERVICE DOOR AFT LOWER CUTOUT AT BS 329 WL 211. REPAIRED PER BOEING SRM.									
5330 SWAA	691SW 23781	BOEING 7373G7				SKIN	DENTED BS 524		3/13/98 SWAA980281
DURING SCHEDULED D-CHECK, FOUND DENT IN SKIN AT BS 524, 3 ABOVE STR 26 RT. REPAIRED PER BOEING SRM.									
5330 SWAA	382SW 23783	BOEING 7373G7				SKIN	DAMAGED CARGO DOORWAY		3/29/98 SWAA980433
DURING SCHEDULED C4 CHECK, FOUND DOORWAY SKIN INSIDE FWD LOWER CORNER OF DOOR DAMAGED. REPAIRED PER BOEING SRM.									
5330 SWAA	690SW 23783	BOEING 7373G7				SKIN	BONDED BS 727		3/28/98 SWAA980430
DURING SCHEDULED D-CHECK, FOUND SKIN BONDED DOUBLER DELAMINATED AT BS 727+18, STR 20 LT. REPAIRED PER BOEING SRM.									
5330 SWAA	690SW 23783	BOEING 7373G7				SKIN	DENTED BS 358		3/28/98 SWAA980426
DURING SCHEDULED D-CHECK, FOUND SKIN DENTED AT BS 358 RBL 63 WL 201. REMOVED AND REPLACED PER BOEING SRM.									
5330 SWAA	304SW 22944	BOEING 7373H4				SKIN	CRACKED BS 372		3/26/98 SWAA980406
DURING SCHEDULED TERMINAL CHECK, FOUND 4 INCH CRACK AT BS 372, 14 ABOVE FLOOR LINE ON LT SIDE OF A/C. REPAIRED PER BOEING SRM.									
5330 SWAA	326SW 23690	BOEING 7373H4				SKIN	CRACKED R2 DOORWAY		3/27/98 SWAA980416
DURING SCHEDULED C2 CHECK, FOUND FUSELAGE SKIN CRACKED, .75 LENGTH AT UPPER HINGE CUTOUT AT R2 DOOR. REPAIRED PER SWA RA 1-353-1794.									

***** DENOTES SIGNIFICANT OCCURRENCE

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5330 SWAA	639SW 27712	BOEING 7373H4				LIGHTS	INOPERATIVE CABIN		3/29/98 SWAA980438
DURING SCHEDULED RON CHECK, FOUND A SECTION WITH EMERGENCY TRACK LIGHTING INOP. INSTALLED AND RECONNECTED LIGHT ASSEMBLIES AND OP CHECKED PER BOEING MM.									
5330 SWAA	696SW 23064	BOEING 7373T5				SKIN	DENTED BS 940.5		3/13/98 SWAA980294
DURING SCHEDULED D-CHECK, FOUND DENT IN SKIN AT BS 940.5, BELOW STR 23 RT, BS 348, 1 BELOW STR 22 RT, BS 362 TO 374 2-6 ABOVE STR 19 RT. REPAIRED PER BOEING SRM.									
5330 ASAA	779AS 25111	BOEING 7374Q8				SKIN 6546881	PUNCTURED BS 1064		1/22/98 ASAA9840013
SEA - DURING C-CHECK, A PUNCTURE WAS FOUND IN THE FUSELAGE SKIN AT FS 1064 AND STRINGER 24. REPAIRED PER EA 5330-01311 AND BOEING TELEX ASA-SEA-98-00012RR. (M)									
5347 W8PA	949WP 23230	BOEING 737301				SEAT TRACK	CORRODED BS 620		4/24/97 W8PA970579
MECHANICAL DAMAGE AND CORROSION ON SEAT TRACK AT BS 620- BS 630, RBL 46, WL 209. REMOVED .026 INCH MATERIAL PER SRM 53-00-52. REPLACED SEAT TRACK FROM BS 567-638, RBL 46. (M)									
5347 W8PA	949WP 23230	BOEING 737301				SEAT TRACK	CORRODED BS 570		4/24/97 W8PA970288
FOUND CORROSION ON SEAT TRACK AT BS 570 TO BS 591, RBL 46, WL 208.5. REMOVED CORROSION AT BS 570-591, RBL 46, WL 208.5, FOUND TO BE OUT OF LIMITS PER SRM 53-60-52. REPLACED SEAT TRACK. (M)									
5347 W8PA	949WP 23230	BOEING 737301				SEAT TRACK	CORRODED BS 610		4/24/97 W8PA970284
FOUND CORROSION ON SEAT TRACK. REPLACED SEAT TRACK AT BS 610, WL 208.5, RBL 46. (M)									
5347 CALA	14336 23574	BOEING 7373T0				TIE DOWN	CORRODED BS 794-847		3/14/98 CALA9800443
INSPECTION FOUND RT TIE DOWN STRIP CORRODED AT STA 794.3 TO 847. THE RT CARGO TRACK WAS CUT AND SPLICED IAW SRM 53-00-53, FIGURE 202.									
5347 ASAA	779AS 25111	BOEING 7374Q8				TRACK 654795734	CORRODED BS 803-809		1/22/98 ASAA9840014
SEA - DURING C-CHECK, MINOR SURFACE CORROSION WAS FOUND AT TWO LOCATIONS ON THE UPPER SURFACE ON THE OUTBOARD FLANGE OF THE TIE DOWN TRACK IN THE AFT CARGO COMPARTMENT. REPAIRED PER EA 5360-01015. (M)									
5400 SWAA	698SW 23176	BOEING 737317				ANGLE	CRACKED LT PYLON		3/29/98 SWAA980439
DURING SCHEDULED C2 CHECK, FOUND PANEL ATTACH ANGLE ON TOP OF PYLON CRACKED, INBD SIDE. REMOVED AND REPLACED PER BOEING SRM.									
5400 SWAA	333SW 23697	BOEING 7373H4				SUPPORT	CRACKED LT PYLON		3/13/98 SWAA980279
DURING SCHEDULED D-CHECK, FOUND L/W PYLON I/B T/E SUPPORT LONGERON UNDER SPRING DOOR ASSY IS CRACKED. REPAIRED PER BOEING SRM.									
5400 SWAA	333SW 23697	BOEING 7373H4				ANGLE	CRACKED NR 1 PYLON		3/13/98 SWAA980278
DURING SCHEDULED D-CHECK, FOUND NR 1 PYLON UPPER AFT I/B L-CLIP CRACKED. REPAIRED PER BOEING SRM.									

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5400 SWAA	333SW 23697	BOEING 7373H4				ANGLE	CRACKED NR 1 PYLON		3/13/98 SWAA980277
DURING SCHEDULED D-CHECK, FOUND NR 1 PYLON AFT LOWER L STIFFENER CRACKED. REPAIRED PER BOEING SRM.									
5413 SWAA	332SW 23696	BOEING 7373H4				LONGERON	CRACKED NR 1 PYLON		3/27/98 SWAA980422
DURING SCHEDULED D-CHECK, FOUND NR 1 PYLON LONGERON CRACKED JUST FWD OF BUBBLE FAIRING. REMOVED AND REPLACED PER BOEING SRM.									
5414 USAA	373US 22952	BOEING 7373B7				SKIN	CRACKED NR 2 PYLON	37485	12/14/97 USAA970370
CLT - DURING Q-2 CHECK VISUAL INSPECTION, FOUND A 2 INCH INNER SKIN CRACK AT NR 2 PYLON/OUTBOARD SKIN AT PANEL NR 5824R OPENING. INSTALLED DOUBLER, OVERSIZE DRILL HOLE PER REPAIR DOCUMENT SRM 54-50-04C TYPICAL REPAIR. (X)									
5414 USAA	374US 22953	BOEING 7373B7				SKIN	CRACKED NR 1 PYLON	36457	5/6/97 USAA970191
CLT - DURING Q-5 EDDY CURRENT CHECK INSPECTION, FOUND 1 INCH CRACK, SKIN CUTOUT AT ACCESS PANEL 5724L NR 1 PYLON ON SKIN. INSTALLED DOUBLER AND NDT AT ENDS OF CRACK PER TR NR 54-50-04C. (M)									
5520 ASAA	771AS 25104	BOEING 7374Q8				FITTING 69560273	CORRODED RT ELEVATOR		2/4/98 ASAA9840020
SEA - DURING C-CHECK, FOUND CORROSION IN THE TWO AFT HOLES OF THE RT OUTBOARD ELEVATOR HINGE FITTING. REPAIRED PER EA 5520-01052 AND BOEING TELEX ASA-SEA-98-0029RR. (M)									
5522 ASAA	779AS 25111	BOEING 7374Q8				SKIN 65C25746141	PEELING LT ELEVATOR		1/22/98 ASAA9840015
SEA - DURING C-CHECK, A SMALL SECTION OF THE OUTER CARBON LAYER WAS FOUND PEELING ON THE LEFT ELEVATOR LOWER SURFACE NEXT TO THE 3RD HINGE CUTOUT FROM INBOARD END. REPAIRED PER EA 5520-01051 AND BOEING TELEX ASA-SEA-98-0010RR. (M)									
5542 P2EA	620PC 19708	BOEING 737244				SKIN	DELAMINATED RUDDER		2/3/98 P2EA98032
SJO - DURING C-CHECK, FOUND RUDDER UPPER AFT TRAILING EDGE DELAMINATED. REPAIRED PER SRM 51-40-6, FIG 2, BALANCE OK PER SRM 51-80-1, POINT 2, FIG 8. (M)									
5610 USAA	559AU 23513	BOEING 737301				WINDOW 5717623115	OUT OF ADJUST FLIGHT COMPT		3/15/98 USAA980065
OAK - FLT 81 - FLIGHT DIVERTED TO OAK DUE TO CAPTAINS SLIDING WINDOW WOULD NOT CLOSE. FLIGHT LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE ADJUSTED THE CAPTAINS L2 SLIDING WINDOW PER MM 56-12-11. OPERATIONAL CHECK GOOD. (M)									
5610 SWAA	698SW 23176	BOEING 737317				WINDOW 5893543109	NOT SEALED LT COCKPIT		1/11/98 SWAA980034
DURING CLIMBOUT, NOTED VERY LARGE AIR LEAK AT CAPT NR 1 WINDOW. AIRCRAFT RETURNED TO LAS AND MADE AN UNEVENTFUL LANDING. REMOVED AND REPLACED WINDOW ASSEMBLY PER BOEING M/M.									
5711 USAA	254AU 22796	BOEING 737201				SPAR WEB	CRACKED BS 200.5	40136	2/23/98 USAA980098
INT - DURING Q-3 CHECK VISUAL INSPECTION FOUND CRACK .25 INCH LONG LT HORIZONTAL STABILIZER AT STATION 200.5 FRONT SPAR WEB. INSTALLED REPAIR DOUBLER, REPAIRED PER SRM 55-10-5. (M)									
5712 SWAA	56SW 21721	BOEING 7372H4				RIB	GOUGED LT WING		3/28/98 SWAA980418
DURING SCHEDULED 1/4 D-CHECK, FOUND DOUBLER REPAIR SPLICE SEALANT MISSING FWD AT BS 540 ALONG STR 3L. REPAIRED PER BOEING SRM.									

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5730 SWAA	348SW 24375	BOEING 7373H4				PANEL	CRACKED LT WING		3/13/98 SWAA980280
DURING SCHEDULED C4 CHECK, FOUND LEFT WING UPPER SURFACE TRAILING EDGE PANEL HAS TWO CRACKS. REPAIRED PER BOEING SRM.									
5743 DALA	328DL 23100	BOEING 737232				FITTING 654948832	CRACKED RT MLG		2/9/98 DL73S980340
DURING INSPECTION PER SI3-66022-12, THE RT MLG BEAM AFT SUPPORT FITTING ON THE REAR SPAR WAS FOUND WITH CRACKS. THE CRACKS WERE IN THE FITTING AND THE SPAR CAP AND WEB. THE DISCREPANT HOLES WERE OVERSIZED. REPAIR PER ERA 331333-14.									
5751 P2EA	620PC 19708	BOEING 737244				SKIN	DELAMINATED RT AILERON		2/3/98 P2EA98031
SJO - DURING C-CHECK, RT AILERON UPPER AND LOWER SURFACES DELAMINATED AT SEVERAL PLACES. REPAIRED PER SRM 51-40-6, FIG 11. AILERON BALANCED PER SRM 51-80-1. AILERON REMOVED AND INSTALLED PER MM 27-11-11. (M)									
5751 P2EA	204AU 19603	BOEING 737247				AILERON 654645424	UNSERVICEABLE RT WING		5/21/97 P2EA97035
PAE - FOUND C-CHECK MAINTENANCE VISIT, RIGHT AILERON HAS SEVERAL DENTS AND CREASES ON LOWER SURFACE. DURING OPEN UP FOR DAMAGE REMOVAL FOUND DELAMINATION AND WATER CONTAMINATION EXCEEDING REPAIR LIMITS. REPLACED RIGHT AILERON PER MM 27-11-11. (M)									
5753 P2EA	603DJ 19955	BOEING 737222				SUPPORT	GOUGE RT TE FLAP		1/31/98 P2EA98023
DURING INSPECTION, FOUND A GOUGE AT THE RIGHT WING OUTBOARD FLAP OUTBOARD TRACK GIMBLE SUPPORT. BLENDED OUT GOUGED AREA ON SUPPORT FITTING IAW BOEING TELEX NR C00-SJO-98-0063RR. (M)									
5753 TSAA	726AL 22426	BOEING 737297				SKIN	DENTED RT TE MIDFLAP		3/5/98 TSAA9827195
RT WING INBOARD MIDFLAP LE DENT .57 INCH DEEP BY .60 INCH WIDE AT INBOARD TRACK CUTOUT OUTBOARD CORNER. REPAIRED PER SBA-SBX-98-0024 AND APPROVED BY 8110-3 DATED 3-5-98. AIRCRAFT RETURNED TO SERVICE. (M)									
5753 ASAA	771AS 25104	BOEING 7374Q8				STIFFENER 65C2630933	WORN LT TE FLAP		2/4/98 ASAA9840024
SEA - DURING C-CHECK, FOUND WEAR ON A STIFFENER ON THE LEFT WING NR 3 FLAP TRACK FAIRING INBOARD SKIN. REPAIRED PER EA 5720-01134. (M)									
5753 ASAA	771AS 25104	BOEING 7374Q8				FAIRING 65C353181	WORN RT TE FLAP		2/4/98 ASAA9840025
SEA - DURING C-CHECK, THE RT WING NR 6 FLAP TRACK FAIRING TAILCONE WAS FOUND TO HAVE LOOSE RIVETS. REPAIRED PER EA 5750-01212 ADN BOEING TELEX ASA-SEA-96-0203RR. (M)									
5754 SWAA	360SW 26571	BOEING 7373H4				SKIN	CRACKED NR 1 LE FLAP		3/27/98 SWAA980421
DURING SCHEDULED C4 CHECK, FOUND NR 1 KRUEGER DEFLECTOR DOOR CUTOUT CRACKED .25 AT RADIUS. REPAIRED PER SWA RA 1-357-0540.									
7230 SWAA	357SW 26594	BOEING 7373H4	GE CFM563B1			FAN BLADES	DAMAGED NR 1 ENGINE		3/28/98 SWAA980409
RETURNED TO MSY AND MADE AN UNEVENTFUL LANDING DUE TO BIRD STRIKE TO RADOME AND NR 1 ENGINE. PERFORMED BIRD STRIKE INSPECTION, FOUND 8 ENGINE FAN BLADES BENT. REMOVED AND REPLACED 8 FAN BLADES PER BOEING MM, WITH A BORESCOPE SCHEDULED WITHIN 10 CYCLES.									

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7260 USAA	254AU 22796	BOEING 737201	PWA JT8D15			GARLOCK SEAL 79522	LEAKING/FAILED NR 2 ENGINE		12/10/97 USAASB97338
MEM - FLT 1901 - CAPTAIN REPORTED THE NR 2 ENGINE OIL QUANTITY DROPPED DOWN TO 1 TO 1-1/2 GALLONS DURING FLIGHT. CAPTAIN DECIDED TO DIVERT TO MEM WHERE THE FLIGHT LANDED WITHOUT INCIDENT. NO EMERGENCY WAS DECLARED. THE NR 2 ENGINE WAS NOT SHUT DOWN IN-FLIGHT. MAINTENANCE FOUND THE NR 2 ENGINE HYDRAULIC PUMP GARLOCK SEAL LEAKING. REPLACED SAME. (X)									
7260 RIVA	405KW 24704	BOEING 7374Q8	CFMINT CFM563C1			GEARBOX 3353001030	FAILED ENGINE		1/12/98 98ZZZX786
JFK/FLL - FLT 87 AT 21:00 IFSD - WHILE IN STABLE-STATE CRUISE, NR 1 ENGINE SHUT DOWN WITH NO ABNORMAL INDICATIONS. DIVERTED TO ILM. NO RE-LIGHT WAS ATTEMPTED DUE TO NO N2 INDICATION. TROUBLESHOT ENGINE, FOUND BEARING HOUSING IN THE ACCESSORY DRIVE GEARBOX FOR THE HORIZONTAL DRIVE SHAFT FAILED, THE DRIVE SHAFT BACKED OUT. REPLACED ACCESSORY DRIVE GEARBOX (ADBG) AND THE TRANSFER GEARBOX (TGB).									
7830 ASAA	771AS 25104	BOEING 7374Q8				TR UNIT 315A1508507	GOUGED NR 2 ENGINE		2/4/98 ASAA9840023
SEA - DURING C-CHECK, THE NR 2 ENGINE INBOARD T/R BULLNOSE SECTION WAS FOUND GOUGED AT THE 10 AND 11 O'CLOCK POSITIONS. REPAIRED PER EA 5430-01027 AND BOEING TELEX ASA-SEA-98-0028RR. (M)									
7830 ASAA	771AS 25104	BOEING 7374Q8				TR UNIT 315A1508507	GOUGED NR 1 ENGINE		2/4/98 ASAA9840022
SEA - DURING C-CHECK, THE NR 1 ENGINE INBOARD T/R BLOCKER DOORS WERE FOUND RIDING THE BULLNOSE IN SEVERAL PLACES. REPAIRED PER EA 5430-01027 AND BOEING TELEX ASA-SEA-98-0028RR. (M)									
7930 UALA	202UA 24717	BOEING 737322	GE CFM56*			BY PASS LIGHT	ILLUMINATED NR 2 ENGINE		4/21/98 98UAL900155
NUMBER TWO ENGINE OIL FILTER BYPASS LIGHT CAME ON. REDUCED THRUST AND LIGHT WENT OUT.									
7931 USAA	252AU 22758	BOEING 737201				PRESS SWITCH 697902E	FAILED NR 1 ENG CSD		2/11/98 USAASB98037
CLT - FLT 764 - WHILE EN ROUTE TO CLT, THE NR 1 ENGINE CSD LOW OIL PRESSURE LIGHT ILLUMINATED. CREW DISCONNECTED CSD PER CHECKLIST AND DECLARED AN EMERGENCY. THE APU WAS ALREADY ON MEL, SO THE AIRCRAFT OPERATED ON ONE GENERATOR THE REMAINDER OF THE FLIGHT TO CLT. THE FLIGHT WAS LOCATED 50 MILES NORTHWEST OF CLT WHEN THE INCIDENT OCCURRED. THE FLIGHT LANDED AND TAXIED TO THE GATE WITHOUT FURTHER INCIDENT. MAINTENANCE REMOVED AND REPLACED THE NR 1 ENGINE CSD LOW OIL PRESSURE SWITCH. PERFORMED ENGINE RUN. OPERATIONAL CHECK AND LEAK CHECK GOOD. (M)									
8012 USAA	276AU 22888	BOEING 7372B7				SHUTOFF VLV 9790781	FAILED NR 2 ENGINE		12/28/97 USAASB97350
PIT - FLT 1090 - FLT DIVERTED TO PIT DUE TO A NR 2 ENGINE START VALVE INDICATOR LIGHT ILLUMINATING. CREW SHUT DOWN THE NR 2 ENGINE IN FLIGHT AND DECLARED AND EMERGENCY. FLIGHT LANDED IN PIT WITHOUT FURTHER INCIDENT. TOTAL SINGLE ENGINE TIME WAS 15 MINUTES. MAINTENANCE REMOVED AND REPLACED THE NR 2 ENGINE STARTER SHUTOFF VALVE AND THE STARTER SOLENOID SWITCH. RAN ENGINE PER PWA MM. ACCOMPLISHED WIND-MILLING INSPECTION. OPERATIONAL CHECKS GOOD. (M)									
8012 USAA	276AU 22888	BOEING 7372B7				SHUTOFF VLV 9790782	FAILED NR 2 ENGINE		12/28/97 98ZZZM141
PIT - FLT 1090 - FLT DIVERTED TO PIT DUE TO A NR 2 ENGINE START VALVE INDICATOR LIGHT ILLUMINATING. CREW SHUT DOWN THE NR 2 ENGINE IN FLIGHT AND DECLARED AND EMERGENCY. FLIGHT LANDED IN PIT WITHOUT FURTHER INCIDENT. TOTAL SINGLE ENGINE TIME WAS 15 MINUTES. MAINTENANCE REMOVED AND REPLACED THE NR 2 ENGINE STARTER SHUTOFF VALVE AND THE STARTER SOLENOID SWITCH. RAN ENGINE PER PWA MM. ACCOMPLISHED WIND-MILLING INSPECTION. OPERATIONAL CHECKS GOOD. (M)									
8012 USAA	276AU 22888	BOEING 7372B7				SWITCH 1G309	FAILED NR 2 ENGINE		12/28/97 98ZZZM142
PIT - FLT 1090 - FLT DIVERTED TO PIT DUE TO A NR 2 ENGINE START VALVE INDICATOR LIGHT ILLUMINATING. CREW SHUT DOWN THE NR 2 ENGINE IN FLIGHT AND DECLARED AND EMERGENCY. FLIGHT LANDED IN PIT WITHOUT FURTHER INCIDENT. TOTAL SINGLE ENGINE TIME WAS 15 MINUTES. MAINTENANCE REMOVED AND REPLACED THE NR 2 ENGINE STARTER SHUTOFF VALVE AND THE STARTER SOLENOID SWITCH. RAN ENGINE PER PWA MM. ACCOMPLISHED WIND-MILLING INSPECTION. OPERATIONAL CHECKS GOOD. (M)									

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2121 UALA	174UA 24381	BOEING 747422	PWA PW4056		SUNDSTRAND 732591E	FAN 732591E	FAILED CABIN		1/29/98 98UAL900040
ELECTRICAL SMELL AND SMOKE IN CABIN CONCENTRATED BETWEEN GALLEY 402 AND LAV 111-112. LEFT AND RIGHT UTILITY BUSES TRIPPED. SMOKE REMOVAL PROCEDURE, CLEARED CABIN. *S/D* UPPER NR 2 RECIRCULATION FAN BEARING FAILURE. REPLACED FAN.									
2530 TWAA	93108 19674	BOEING 747131				CART 888011	DIRTY GALLEY		10/31/97 TWAA9713101
STL - FLT 2 - DURING CRUISE, THE SINGLE SERVICE FOOD CART EMMITTED SMOKE AND FUMES. REMOVED AND REPLACED CART, MFG 88801-1, MANUFACTURED BY PTC AEROSPACE, INC. OPERATIONAL CHECK NORMAL. (M)									
2565 TWRA	606FF 20273	BOEING 747136				SLIDE D30440103	INOPERATIVE 2R DOOR		5/13/97 TWRA97104
WHILE ATTEMPTING A SLIDE/RAFT DEMONSTRATION FOR A GROUP OF FLIGHT ATTENDANTS AT JFK, SLIDE P/N D30440-103 S/N 0509 MOUNTED AT 2R DOOR FAILED TO DEPLOY. REMOVED SLIDE AND PLACED IN QUARANTINE PENDING INVESTIGATION. A SERVICEABLE SLIDE WAS INSTALLED. (M)									
2612 CKSA	708CK 21543	BOEING 747269B	PWA JT9D7J			WIRE	BROKEN NR 2 ENGINE		3/7/98 CKSA98086
AFTER T/O, NR 2 ENGINE FIRE WARNING SOUNDED. FIRED BOTH BOTTLES, NACELLE TEMP REMAINED AT TOP OF SCALE A-LOOP (DMI'ED) INOP. INFLIGHT MECHANICS VIEWED NR 2 ENGINE AFTER FIRE WARNING AND OBSERVED NO ABNORMAL INDICATIONS. ENGINE SHUTDOWN BY CREW ACCORDING TO QRH PROCEDURES. POST FLIGHT INSPECTION BY CREW REVEALED NO INDICATION OF FIRE OR OTHER ABNORMALITIES TO NR 2 ENGINE. REPAIRED BROKEN WIRE CONNECTION AT LOOP 2 ENGINE B-LOOP, OPS CHECKED GOOD. REPLACED BOTH FIRE BOTTLES WITH SERVICEABLE UNITS. TESTED SQUIB CIRCUITS AND REPLACED BOTH SQUIBS. RETURNED ACFT TO NORMAL IAW BMM 26-11-00 AND 26-00-00.									
2613 P5CA	859FT 20326	BOEING 747123				OVERHEAT LIGHT	ILLUMINATED RT WING		3/16/98 P5CA9800504
ON CLIMBOUT, RT WING OVERHEAT LIGHT CAME ON. APPLIED CHECKLIST AND RETURNED TO JFK. INSPECTED LEADING EDGE DUCT AREA FOR LEAKS AND FAULTY WIRE CONNECTIONS. FOUND LEADING EDGE DUCT BLANKET TORN AND SHORTING WIRES. REPAIRED WIRE AND REPLACED BLANKET, OPERATIONAL CHECK GOOD PER MM 71-00-00.									
2910 TWRA	609FF 20354	BOEING 747121				HYDRAULIC LINE 65B9017077	FAILED NR 1 HYD SYST		6/20/97 TWRA97152
DURING CLIMB-OUT, EN ROUTE FROM LAX, LOST NR 1 HYDRAULIC SYSTEM. MAINTENANCE AT JFK FOUND HYDRAULIC PRESSURE LINE SHEARED INSIDE NR 1 PYLON. REMOVED AND REPLACED HYDRAULIC LINE, PRESSURE CASE DRAIN AND RETURN FILTERS. ALSO, REPLACED ADP AND EDP PER MM 2-11-17. OPS AND LEAK CHECKS OK. AIRCRAFT RETURNED TO SERVICE. (X)									
2910 P5CA	857FT 20246	BOEING 747132				HYD LINE 60B0025432	HOLE NR 1 PYLON		11/3/97 P5CA9701814
LOST NR 1 HYDRAULIC SYSTEM QUANTITY ON APPROACH. FOUND HOLE ON NR 1 AIR DRIVEN HYDRAULIC PUMP PRESSURE LINE REPLACED LINE AND LEAK CHECKED PRE BOEING M/M 29-11-00. DEACTIVATED NR 1 ENGINE DRIVEN PUMP PER MEL 29-1 DUE TO PUMP OPERATED WITH SUPPLY TO OFF POSITION.									
3213 P5CA	855FT 19733	BOEING 747124				STRUT	CHAFED RT MLG		5/29/97 P5CA9701091
RT WING LANDING GEAR SHOCK STRUT INNER CYLINDER O/B BRAKE EQUALIZING ROD ATTACH LUG DEEP CHAFE MARK. REF BOEING TELEX PAO-HKG-97-0008RE, 0011RE LOCAL BLENDING C/O, NDT INSPECTED SHOT PEENING AND STYLUS CADMIUM PLATED. THE CYLINDER AND BRAKE ROD REQ OVERHAUL WITHIN 6 MONTHS OR 1000 CYCLES.									
3230 P5CA	859FT 20326	BOEING 747123				SEQUENCE VALVE 2670296	CRACKED NLG		1/19/98 P5CA9800027
ON MAINTENANCE WALK AROUND, FOUND NOSE LANDING GEAR OPEN DOOR SEQUENCE VALVE ASSEMBLY LEAKING. VALVE FOUND TO BE CRACKED. REMOVED AND REPLACED NOSE GEAR, OPERATED DOOR SEQUENCE VALVE IAW BOEING M/M 32-34-07, LEAK AND OPERATIONAL CHECK OK.									
3232 P5CA	855FT 19733	BOEING 747124				FITTING	CORRODED MLG DOOR ACT		5/26/97 P5CA9701028
LEVEL 2, LT WING LANDING GEAR DOOR ACTUATOR SUPPORT FITTING CORRODED AT FORWARD LOWER WEB. REPLACED CORRODED FITTINGS PER BOEING SRM 51-10-01.									

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3310 EIAA	480EV 20348	BOEING 747121				LIGHT 900202	FAILED COCKPIT		4/16/97 97ZZZM671
JFK - AFTER TAKEOFF FROM LAX, SMELL FROM FLT OFFICERS SIDE, UNDER GLARE SHIELD, BY LIGHTS. ODOR SMELLS LIKE OVERHEATING BALLAST RESISTOR. INSPECTED COCKPIT AREA, DID NOT LOCATE ANY DAMAGE. SUBMITTER STATES, SUSPECT OVERHEATING BALLAST RESISTOR. DEACTIVATED FLIGHT OFFICERS SIDE FLOOD LIGHT ASSEMBLY, UNABLE TO DUPLICATE SMELL WHEN POWER WAS APPLIED. DEFERRED PER MEL 33-1. REPLACED BALLAST AND FLOOD LIGHT ASSEMBLY. OPERATIONAL CHECKS WERE GOOD. REFERENCE EIAA970088.									
3350 TWRA	604FF 19659	BOEING 747121				CHARGER RB1B	DEFECTIVE CABIN		5/15/97 TWRA97109
DURING DAILY SERVICE AT JFK, ALL EVAC LIGHTS ON LEFT SIDE OF 'C' ZONE FOUND INOP. REPLACED BATTERY CHARGER. OPS CHECK OK PER MM 33-51-00. (M)									
3350 TWRA	604FF 19659	BOEING 747121				CONNECTOR	LOOSE CABIN		5/9/97 TWRA97101
DURING DAILY SERVICE, FOUND C-ZONE LEFT SIDE EVAC LIGHTS AT SEATS INOP. RESPLICED FEEDER CONNECTION AT 32ABC, OPS CHECKS OK. (M)									
3350 TWRA	609FF 20354	BOEING 747121				LIGHT 3004181A	INOPERATIVE CABIN		6/26/97 TWRA97157
DURING DAILY SERVICE, FOUND R4 DOOR UPPER BUSTLE LIGHT INOPERATIVE. REMOVED AND REPLACED BUSTLE LIGHT. OPS CHECKED OK PER MM 33-51-00. (X)									
3350 IPXA	674UP 20100	BOEING 747123				POWER SUPPLY 13560A	INOPERATIVE MAIN DECK		7/30/97 UPS97423879
INSPECTION TYPE-N/A, AFT EMERGENCY CEILING LIGHT ON MAIN CARGO AT ENTRANCE DOOR IS INOP. REPLACED EMERGENCY LIGHT POWER SUPPLY.									
3350 UALA	154UA 20103	BOEING 747123	PWA JT9D7A			POWER SUPPLY	INOPERATIVE CABIN		9/28/97 97UAL900745
DOOR 3 RIGHT FWD AND AFT COVE EMERGENCY EXIT SIGNS INOPERABLE. REPLACED BATTERY POWER SUPPLY MODULE ITEM M445, OP CHECKED GOOD.									
3350 TWRA	608FF 19672	BOEING 747131				WIRE	BROKEN CABIN		10/25/97 TWRA97186
DURING INSPECTION, FOUND UPPER DECK EMERGENCY LIGHTS INOPERATIVE. FOUND BROKEN WIRE, SPLICED WIRE. OPERATIONAL CHECK NORMAL PER MM 33-51-00. (M)									
3350 TWRA	608FF 19672	BOEING 747131				LIGHT 3004181A	DEFECTIVE CABIN		5/8/97 TWRA97102
DURING DAILY SERVICE, FOUND 4L DOOR EVAC LIGHT INOP. REPLACED EVAC LIGHT. (M)									
3350 TWRA	606FF 20273	BOEING 747136				LIGHT S1356B37	INOPERATIVE CABIN		6/29/97 TWRA97158
DURING DAILY CHECK, FOUND CEILING LIGHT INOPERATIVE AT L5 DOOR. REPLACED LIGHT ASSY. OPS CHECKED OK PER MM 33-51-00. (X)									
3350 TWRA	606FF 20273	BOEING 747136				WIRE	BROKEN CABIN		5/17/97 TWRA97113
DURING DAILY CHECK AT JFK, FOUND EMERGENCY EXIT LIGHT FORWARD OF 5L DOOR INOP. REPAIRED BROKEN WIRE, OPS CHECKS NORMAL PER MM 33-51-00 PAGE 501. (M)									
3350 TWRA	606FF 20273	BOEING 747136				POWER SUPPLY 58223	INOPERATIVE UPPER DECK		10/25/97 TWRA97185
DURING INSPECTION, FOUND UPPER DECK EMERGENCY LIGHTS INOPERATIVE. REMOVED AND REPLACED UPPER DECK E-PATH POWER SUPPLY. OPERATIONAL CHECK NORMAL PER MM 33-51-00. (M)									

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3350 TWRA	606FF 20273	BOEING 747136				BATTERY PACK 58223	DISCHARGED CABIN	6/22/97 TWRA97154	
DURING DAILY SERVICE, FOUND E-ZONE RT FLOOR EVAC LIGHTS INOPERABLE. REMOVED AND REPLACED E-ZONE RT SIDE BATTERY PACK. OPS CHECKED OK PER 33-51-00. (X0)									
3350 TWRA	619FF 21316	BOEING 747212B				LIGHT 3004181A	INOPERATIVE CABIN	6/26/97 TWRA97156	
DURING DAILY SERVICE, FOUND L1 BUSTLE LIGHT INOPERATIVE. REMOVED AND REPLACED L1 BUSTLE LIGHT. OPS CHECKED NORMAL PER MM 33-51-00, PAGE 501. (X)									
3350 TWRA	619FF 21316	BOEING 747212B				LIGHT 3004181A	INOPERATIVE CABIN	6/22/97 TWRA97155	
DURING DAILY SERVICE, FOUND 4L DOOR BUSTLE LIGHT INOPERABLE. REPLACED BUSTLE LIGHT. OPS CHECKED OK PER MM 33-51-00. (X)									
3350 TWRA	618FF 21937	BOEING 747212B				LIGHT S1356B37	INOPERATIVE CABIN	7/2/97 TWRA97162	
DURING DAILY SERVICE, FOUND CEILING EVAC LIGHT INOPERATIVE AT SEAT 6AC AND 5KH. REPLACED CEILING LIGHT PER MM 33-51-00. OPS CHECKED NORMAL. (X)									
3350 TWRA	616FF 21939	BOEING 747212B				LIGHT 0B163008607	INOPERATIVE CABIN	7/2/97 TWRA97163	
DURING DAILY SERVICE, FOUND SEAT 64H FLOOR EVAC LIGHT INOPERATIVE, FLOOR LIGHT STRIP TORN. REPLACED FLOOR EVAC LIGHT AND FLOOR STRIP PER MM 33-51-00. OPS CHECKED NORMAL. (X)									
3350 TWRA	616FF 21939	BOEING 747212B				LIGHT S1356B37	INOPERATIVE CABIN	10/26/97 TWRA97182	
DURING DAILY CHECK, FOUND EMERGENCY CEILING LIGHT ABOVE AISLE SEAT 2AC AND 2KH IS INOPERATIVE. REMOVED AND REPLACED LIGHT ASSEMBLY PER MM 33-51-08. OPERATIONAL CHECK NORMAL. (M)									
3350 UALA	151UA 23736	BOEING 747222B	PWA JT9D7R4G2			LIGHT	INOPERATIVE CABIN	10/17/97 97UAL900779	
EMERGENCY EXIT DOOR SLIDE LIGHTS AT 1 RT AND LT, AND 2L REMAIN ON WITH FLIGHT DECK SWITCH IN ARM POSITION. REPLACED BUSSLE LIGHT ASSEMBLY AT DOORS, CHECKED NORMAL.									
3350 TWRA	607PE 20011	BOEING 747238B				BATTERY PACK 900835A	DISCHARGED CABIN	10/29/97 TWRA97191	
DURING DAILY CHECK, FOUND R3 DOOR OVERHEAD EXIT SIGNS INOPERATIVE. REMOVED AND REPLACED BATTERY PACK. OPERATIONAL CHECK NORMAL PER MM 33-51-00. (M)									
3350 UALA	159UA 21140	BOEING 747238B	PWA JT9D7J			LIGHT	INOPERATIVE CABIN	10/24/97 97UAL900792	
MID GALLEY EMERGENCY CEILING LIGHT BETWEEN 2 LEFT AND RIGHT INOP. REPLACED LIGHT ASSEMBLY, OP CK OK.									
3350 UALA	161UA 21352	BOEING 747238B	PWA JT9D7J			CABLE	FAILED CABIN	9/24/97 97UAL900732	
A ZONE CROSS AISLE EEL LIGHT INOPERABLE. REPLACED POWER FEEDER CABLE, OPS CHECKED OK.									
3350 SRAA	744SJ 22245	BOEING 747246F				LIGHT	BROKEN UPPER DECK	2/2/98 SRAA98A0201	
DURING POST FLIGHT INSPECTION, FOUND EMERGENCY FLASH LIGHT SEAL BROKEN. RESAFETY UPPER DECK EMERGENCY FLASH LIGHT IAW ATA 25-00-00.									

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3350 TWRA	610FF 20501	BOEING 747282B				LIGHT OB163008607	INOPERATIVE CABIN		10/27/97 TWRA97183
DURING DAILY SERVICE, FOUND 'B' ZONE RIGHT SIDE EGRESS LIGHT STRIP INOPERATIVE. REPLACED FORWARD RIGHT SIDE STRIP, OPERATIONAL CHECK NORMAL PER MM 33-51-00. (M)									
3350 TWRA	610FF 20501	BOEING 747282B				BATTERY CHARGER 90083	INOPERATIVE CABIN		11/1/97 TWRA97195
DURING DAILY CHECK, FOUND R1 DOOR EXIT SIGN INOPERATIVE. REMOVED AND REPLACED R1 DOOR BATTERY PACK CHARGER. OPERATIONAL CHECK NORMAL PR MM 33-50-00. (M)									
3350 TWRA	610FF 20501	BOEING 747282B				LIGHT OB163008607	INOPERATIVE CABIN		10/27/97 TWRA97184
DURING DAILY SERVICE, FOUND 'A' ZONE LEFT SIDE EGRESS LIGHT STRIP INOPERATIVE. REPLACED EGRESS LIGHT STRIP. OPERATIONAL CHECK NORMAL PER MM 33-51-00. (M)									
3350 TWRA	610FF 20501	BOEING 747282B				LIGHT 58801	INOPERATIVE CABIN		11/1/97 TWRA97194
DURING DAILY CHECK, FOUND MID GALLEY LIGHT STRIP INOPERATIVE. REMOVED AND REPLACED LIGHT STRIP AT MID GALLEY. OPERATIONAL CHECK NORMAL PER MM 33-50-00. (M)									
3350 TWRA	611FF 20502	BOEING 747282B				POWER SUPPLY 58223	INOPERATIVE CABIN		10/31/97 TWRA97193
DURING 'A' SERVICE, FOUND 'E' ZONE LEFT SIDE EMERGENCY EGRESS LIGHT INOPERATIVE. REMOVED AND REPLACED POWER SUPPLY. OPERATIONAL CHECK GOOD AS PER MM 33-51-00. (M)									
3350 NWAA	662US 23720	BOEING 747451				WIRES	LOOSE CABIN		4/22/98 9807076302
DURING LINE CHECK, FOUND FLOOR PATH EMERGENCY LIGHTS INOPERATIVE FROM DOOR 3L-4L AND FROM 3R-4R. RECONNECTED WIRES. OPERATIONAL CHECK OK									
3610 CKSA	708CK 21543	BOEING 747269B	PWA JT9D7J			DUCT 65B912641	DAMAGED NR 2 ENGINE		3/8/98 CKSA98087
NR 2 ENG FIRE WARNING SOUNDED ON TAKEOFF AND THRUST LEVER WAS RETARDED TO IDLE. WHEN THRUST LEVER WAS RETARDED, FIRE WARNING CEASED. SHUT ENG NR 2 DOWN AS B-LOOP NACELLE TEMP HAD INCREASED NEAR BOTTOM OF RED ZONE AND A-LOOP STAYED NEAR BOTTOM OF YELLOW ZONE. TOTAL WINDMILLING TIME WAS :35 (MINUTES) WITH FIRE SWITCH IN. UPON 1ST NR 2 ENG INSPECTION, FOUND 15TH STAGE BLEED DUCT HAD FAILED. CLAMP FAILURE. REMOVED AND REPLACED AFFECTED DUCTS INCLUDING ADJACENT DUCTS THAT HAD SUSTAINED DAMAGE. PERFORMED LEAK CHECK DURING IDLE RUN, GOOD. HIGH STAGE VALVE OPS CHECK GOOD. RAN ENGINE TO T/O PWR SETTING (1.51 EPR AT 2 MIN) OPS NORMAL IAW BMM 75-32-15, 75-32-00 AND 71-00-00.									
3810 P5CA	854FT 19754	BOEING 747122				PANEL	DELAMINATED WATER SERVICE		3/10/98 P5CA9800499
WATER SERVICE PANEL DELAMINATED. REPAIRED PER BOEING SRM 51-40-09.									
5210 P5CA	852FT 19757	BOEING 747122				CAM ROLLER 65B100034	TWISTED PAX DOOR		6/8/97 P5CA9701022
L-1 DOOR LIGHT ON IN FLIGHT, COMPLIED WITH ALTERNATE PROCEDURE. FOUND UPPER AND LOWER CAM ROLLERS SHEARED. ALSO, FOUND THE AFT NR 3 DOOR STOP CRACKED. REMOVED AND REPLACED CAM ROLLERS AND DOOR STOP PER MAINTENANCE MANUAL 52-11-01.									
5210 P5CA	855FT 19733	BOEING 747124				SKIN	CRACKED L 5 DOOR		5/20/97 P5CA9701046
M/D L5 DOOR VERT BEAM CRACKED BTN OUTER/INNER SKIN AT 2ND ROW/AFT NR 4 LIGHTENING HOLE. DRILLED STOP HOLE PER BOEING SRM 51-10-01.									

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5210 P5CA	855FT 19733	BOEING 747124				SKIN	CRACKED L5 DOOR		5/20/97 P5CA9701048
M/D L5 DOOR INNER SKIN CRACK FROM MID UPPER LIGHTENING HOLE. REPAIRED LIGHTENING HOLE PER BOEING SRM 51-40-02.									
5210 P5CA	855FT 19733	BOEING 747124				SKIN	CRACKED L5 DOOR		5/20/97 P5CA9701047
M/D L5 DOOR INNER SKIN CRACKED FROM MID LWR LIGHTENING HOLE. REPAIRED CRACK SKIN PER BOEING SRM 51-40-02.									
5210 TWRA	608FF 19672	BOEING 747131				DOOR	NOT CLOSED CABIN		5/8/97 TWRA9797
ON PREFLIGHT AT JFK, L-5 DOOR WOULD NOT GO INTO AUTO. CYCLED DOOR CLOSED, NO FAULTS FOUND. (M)									
5230 P5CA	855FT 19733	BOEING 747124				SKIN	DENTED CARGO DOOR		5/16/97 P5CA9701030
FWD CARGO DOOR EXT SKIN FOUND DENT MARK 2 PLACES. SMOOTHED OUT SKIN AND REPROTECTED PER BOEING SRM 51-10-01 AND 51-10-02.									
5243 P5CA	854FT 19754	BOEING 747122				HYD DOOR	CHAFED NR 2 PYLON		3/7/98 P5CA9800485
NR 2 PYLON LT HYDRAULIC DOOR CHAFED ON FWD INBOARD SKIN. REMOVED PRIMER FROM CHAFED AREA, FABRICATED DOUBLER THEN BONDED DOUBLER TO REPAIR AREA IAW SRM 51-40-06.									
5245 P5CA	854FT 19754	BOEING 747122				BRACKET	CORRODED AC COMPT DOOR		3/7/98 P5CA9800487
PANEL 191A HOLD OPEN BRACKET CORRODED AND GOUGED. REPAIRED BRACKET PER SRM 51-10-01.									
5245 P5CA	854FT 19754	BOEING 747122				HINGE	CORRODED AC BAY DOOR		3/7/98 P5CA9800477
A/C PANEL 192HR LOWER FUSELAGE HINGE CORRODED. REMOVED LIGHT SURFACE CORROSION FROM A/C BAY DOOR IAW SRM 51-10-01.									
5246 P5CA	920FT 22237	BOEING 747249F				PANEL	CORRODED LAV SERVICE		2/10/98 P5CA9800237
LAV SERVICE PANEL AREA HAS LIGHT CORROSION AND BARE METAL. REMOVED CORROSION, CLEANED, TREATED AND PRIMED PER SRM 51-10-01 AND 51-10-02.									
5247 P5CA	854FT 19754	BOEING 747122				DOOR	DAMAGED APU COMPT		3/10/98 P5CA9800490
APU BATTERY COMPARTMENT DOOR DAMAGED AT AFT CORNER ON AFT FLANGE. REPAIRED DAMAGE AT APU ACCESS DOOR IAW SRM 51-40-02, 51-30-02 AND 51-10-01.									
5280 P5CA	856FT 19897	BOEING 747132				HINGE 65B109571	CRACKED LT MLG DOOR		2/13/98 P5CA9800230
LT WING GEAR DOOR HINGE FWD POSITION FAILURE, FOUND AFTER BLOCK-IN. FOUND NO OTHER DAMAGE. REMOVED AND REPLACED FWD HINGE PER MM 32-12-01.									
5311 P5CA	854FT 19754	BOEING 747122				FRAME	CORRODED FUSELAGE		3/7/98 P5CA9800480
AIR CONDITIONING PANEL 191A CORRODED FRAME UNDERNEATH. REMOVED MINOR SURFACE CORROSION IAW 51-10-02.									
5312 P5CA	855FT 19733	BOEING 747124				BULKHEAD WEB	CORRODED BS 1245		6/3/97 P5CA9701068
LEVEL 2, LT WLG W/W CANTED BULHEAD WEB BULGED UP AT BS 1245, LBL 10. TRIMMED WEB BONDSKIN AREA 4 BY 6 AND DOUBLER REPAIRED PER BOEING SRM 51-40-02.									

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5313 P5CA	855FT 19733	BOEING 747124				STRINGER	CORRODED BS 1880-1890		6/4/97 P5CA9701070
LEVEL 2, AFT CARGO STR 48R FOUND CORRODED AT BS 1880 TO 1890. REPAIRED STRINGER AT BS 1870 TO BS 1890 PER BOEING SRM 53-10-03.									
5313 P5CA	855FT 19733	BOEING 747124				STRINGER	CORRODED BS 1860		6/6/97 P5CA9701064
LEVEL 2, STRINGER 44 HEAVILY CORRODED AT STA 1860, STA 1900 AND STA 1920. ALSO, CORROSION AREA HAD BEEN CRACKED THROUGH THE STRINGER. CORROSION REMOVED, 2 STRINGER SECTIONS ARE TO BE SPLICED IN AT BS 1850 AND BS 1910, USING HALF CHANNEL SPLICE AND STRAP AT EACH SPLICE LOCATION PER RS NR R-53-61-33414.									
5313 P5CA	855FT 19733	BOEING 747124				STRINGER	CRACKED BS 1330-1350		5/29/97 P5CA9701076
M/D BS 1346 S10L STRINGER END AREA FOUND CRACKED .75 INCH LONG. REPAIRED STRINGER BETWEEN BS 1330 TO BS 1350 PER BOEING SRM 53-10-03.									
5315 P5CA	855FT 19733	BOEING 747124				FLOORBEAM	CORRODED BS 520		5/20/97 P5CA9701074
LEVEL 2, U/D BS 520 LBL 54 TO LBL 61 FLOORBEAM FOUND CORRODED. REPLACED FLOORBEAM AT LBL 45 EXISTING SPLICE TO LT O/B END PER BOEING SRM 51-10-01.									
5315 P5CA	855FT 19733	BOEING 747124				FLOORBEAM	CRACKED BS 1780		5/20/97 P5CA9701034
AFT CARGO FLOORBEAM WEB CRACKED AT STA 1780 AND LBL 48. REPAIRED WEB PER BOEING SRM 51-40-02.									
5315 P5CA	855FT 19733	BOEING 747124				FLOORBEAM	CRACKED BS 1820		5/20/97 P5CA9701059
AFT CARGO FLOORBEAM WEB CRACKED AT STA 1820 AND LBL 47. REPAIRED WEB PER BOEING SRM 51-40-02.									
5315 P5CA	855FT 19733	BOEING 747124				FLOORBEAM	CORRODED BS 480		5/29/97 P5CA9701073
LEVEL 2, U/D BS 480 RBL 42 RBL 65 FLOORBEAM FOUND CORRODED. REPAIRED FLOORBEAM AT RBL 36 TO RBL 56 PER BOEING SRM 53-10-07. ALSO BLENDED OUT AND REPROTECTED AT RBL 56 TO RBL 65 PER BOEING SRM 51-10-01.									
5315 P5CA	855FT 19733	BOEING 747124				FLOORBEAM	CRACKED BS 1280		5/20/97 P5CA9701061
AFT CARGO FLOORBEAM WEB CRACKED AT STA 1280 AND LBL 23. REPAIRED WEB PER BOEING SRM 51-40-02.									
5315 P5CA	855FT 19733	BOEING 747124				FLOORBEAM	CRACKED BS 1820		5/20/97 P5CA9701031
AFT CARGO FLOORBEAM WEB CRACKED AT STA 1820 AND RBL 4 TO 6. REPAIRED WEB PER BOEING SRM 51-40-02.									
5320 P5CA	854FT 19754	BOEING 747122				CLIP	CRACKED RT MLG WW		3/7/98 P5CA9800472
RIGHT BODY GEAR WHEEL WELL CRACKED ANGLE CLIP. REPLACED ANGLE CLIP PER SRM 51-10-01.									
5320 P5CA	854FT 19754	BOEING 747122				STANCHIONS	CRACKED E/E COMPT		3/7/98 P5CA9800482
BS 460 RBL 55 LBL 55 E AND E COMPT STANCHIONS CRACKED AND BROKEN BY CANON PLUG ATTACHMENTS. INSTALLED NEW STANCHIONS IAW SRM 51-10-01.									
5320 P5CA	854FT 19754	BOEING 747122				BRACKET	CORRODED AC DOORWAY		3/7/98 P5CA9800470
AIR CONDITIONING DOORS LOWER FUSELAGE LATCH BRACKET CORRODED. REPLACED PER SRM 51-30-02.									

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5320 P5CA	855FT 19733	BOEING 747124				ANGLE	CRACKED BS 1920		5/20/97 P5CA9701032
AFT CARGO FRAME ATT VERT 'L' ANGLE STRIP FOUND CRACKED AT LT STN 1920 ABOVE STR 39. CRACKED AREA TRIMMED OFF AND REPROTECTED PER BOEING SRM 51-10-01 AND 51-10-02.									
5320 P5CA	855FT 19733	BOEING 747124				CHANNEL	CRACKED BS 800		5/29/97 P5CA9701075
M/D TENSION TIE AT BS 800 LT SIDE FOUND CHANNEL CRACKED .0625. REPAIRED TENSION TIE PER SB 747-53-2371.									
5320 P5CA	855FT 19733	BOEING 747124				TENSION TIE	CRACKED BS 900		5/29/97 P5CA9701086
CABIN, TENSION TIE AT BS 900 LT SIDE CRACKED .125 INCH LONG, REF BOEING TELEX PAO-HKG-97-0010RE REPAIR SCHEME.									
5320 P5CA	855FT 19733	BOEING 747124				SUPPORT	CORRODED BS 1468		5/30/97 P5CA9701090
LEVEL 2, FX KEEL BEAM BOX LWR ACCESS PANEL SUPPORT BEAM FOUND CORRODED ON BS 1468 LBL 14 TO RBL 14. REPLACED SUPPORT BEAM PER BOEING SRM 51-10-01, (P/N 65B14058-1).									
5320 P5CA	855FT 19733	BOEING 747124				BRACKET	CORRODED BS 989-995		5/20/97 P5CA9701053
LEVEL 1, FX BS 989 TO 995 RBL 9 KEEL BEAM BOX LWR ACCESS PANEL SUPPORT BRACKET FOUND CORRODED. CORROSION REMOVED AND REPROTECTED PER BOEING SRM 51-10-01 AND 51-10-02.									
5320 P5CA	855FT 19733	BOEING 747124				ANGLE	CRACKED BS 1620		5/20/97 P5CA9701037
AFT CARGO FRAME ATT VERTICAL 'L' ANGLE STRIP FOUND CRACKED AT LT STN 1620 BTN STR 36 TO 37 AND S38-39 ABOVE AREA. REPLACED ANGLE PER BOEING SRM 51-10-01.									
5320 P5CA	855FT 19733	BOEING 747124				SUPPORT BEAM	CORRODED BS 1109		5/20/97 P5CA9701054
LEVEL 1, FX BS 1109 LBL 9 TO RBL 9 KEEL BEAM BOX LWR ACCESS PANEL SUPPORT BEAM FOUND CORRODED. CORROSION REMOVED AND REPROTECTED PER BOEING SRM 51-10-01 AND 51-10-02.									
5320 P5CA	855FT 19733	BOEING 747124				SUPPORT BEAM	CORRODED BS 1043		5/20/97 P5CA9701055
LEVEL 1, FX BS 1043 LBL 9 TO RBL 9 KEEL BEAM BOX LWR ACCESS PANEL SUPPORT BEAM FOUND CORRODED. CORROSION REMOVED AND REPROTECTED PER BOEING SRM 51-10-01 AND 51-10-02.									
5320 P5CA	855FT 19733	BOEING 747124				SUPPORT BEAM	CORRODED BS 983		5/20/97 P5CA9701056
LEVEL 1, FX BS 983 LBL 9 TO RBL 9 KEEL BEAM BOX ACCESS PANEL SUPPORT BEAM FOUND CORRODED. CORROSION REMOVED AND REPROTECTED PER BOEING SRM 51-10-01 AND 51-10-02.									
5320 P5CA	855FT 19733	BOEING 747124				SUPPORT BRACKET	CORRODED BS 1097		5/20/97 P5CA9701057
LEVEL 1, FX BS 1097 LBL 9 KEEL BEAM PANEL SUPPORT BRACKET FOUND CORRODED. CORROSION REMOVED AND REPROTECTED PER BOEING SRM 51-10-01 AND 51-10-02.									
5320 P5CA	855FT 19733	BOEING 747124				SUPPORT BRACKET	CORRODED BS 1075		5/20/97 P5CA9701058
LEVEL 2, FX BS 1075 LBL 9 KEEL BEAM PANEL SUPPORT BRACKET FOUND CORRODED. REPLACED BRACKET PER BOEING SRM 51-10-01.									

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5320 P5CA	855FT 19733	BOEING 747124				TENSION TIE	CRACKED BS 900		6/6/97 P5CA9701063
CRACK IN MAIN DECK TENSION TIE FORWARD CHANNEL AT STA 900, LHS. TRIMMED OUT CRACK AND THE TRIM LINE WAS HFEC INSPECTED TO ENSURE NO OTHER DISCREPANCIES EXIST. ACTION CARRIED OUT PER RS NR R-53-15-33394.									
5320 P5CA	855FT 19733	BOEING 747124				STRAP	BROKEN BS 1960		5/20/97 P5CA9701036
BULK CARGO STA 1960 BROKEN STRAP ATT TO FRAME ABOVE STR 40L. REPAIRED STRAP PER BOEING SRM 51-40-03.									
5320 P5CA	920FT 22237	BOEING 747249F				JAMB	GOUGED CORGO DOORWAY		2/10/98 P5CA9800236
FWD LOWER CARGO DOOR JAMB AFT LOWER SIDE LATCH PIN HOUSING IS GOUGED. BLENDED OUT GOUGE. NDT HFEC FOR CRACKS, NONE FOUND. TREATED AND PRIMED PER SRM 53-40-01 AND 51-00-02. NDT MANUAL 51-00-00.									
5320 NWAA	615US 20360	BOEING 747251B				BEAM	CORRODED BS 1248		12/24/97 9725066615
DURING M-CHECK, FOUND CORROSION ON UPPER SURFACE OF I-BEAM AT SLOPING PRESSURE DECK OF RIGHT MAIN LANDING GEAR WHEEL WELL FS 1248, RBL 102 TO 108. REPAIRED PER EA 66-153975.									
5320 NWAA	618US 21122	BOEING 747251F				FITTING	CORRODED BS 2360		1/17/98 9801196718
DURING PERIODIC CHECK, FOUND CORROSION ON END FITTINGS FOR LONGERONS 38L, 40L, 42L, 44L, 46, 48L, 49L, 50L, AND 51L AT FS 2360. REPLACED FITTINGS PER BOEING DRAWING 65B02699.									
5320 NWAA	618US 21122	BOEING 747251F				FITTING	CORRODED BS 2360		1/17/98 9801186718
DURING PERIODIC CHECK, FOUND CORROSION ON END FITTINGS FOR LONGERONS 38R, 42R, 44R, 46R, 48R, 49R, 50R, AND 51R AT FS 2360. REPLACED FITTINGS PER BOEING DRAWING 65B02699.									
5321 P5CA	920FT 22237	BOEING 747249F				FLOOR PANELS	DAMAGED CABIN		2/11/98 P5CA9800235
MAIN CABIN FLOOR PANELS UNDER UPPER DECK ACCESS LADDER INBD LEG DAMAGED DUE TO LADDER RESTING ON THE PANEL. FABRICATED AND INSTALLED NEW FLOOR PANEL PER SRM 51-30-02 AND 51-0-01.									
5330 P5CA	854FT 19754	BOEING 747122				PANEL	DELAMINATED FUSELAGE		3/7/98 P5CA9800476
PANEL 192MR DELAMINATED AND WITH A HOLE. PANEL REPAIRED IAW SRM 51-40-09.									
5330 P5CA	854FT 19754	BOEING 747122				TRIM STRIP	CRACKED FUSELAGE		3/7/98 P5CA9800469
LOWER FUSELAGE PANEL 191ER TRIM STRIP CRACKED. REPAIRED PER SRM 51-40-09.									
5330 P5CA	854FT 19754	BOEING 747122				SKIN	CRACKED RT MLG WW		3/8/98 P5CA9800471
RT BODY GEAR CUT OUT WEB FOR OLEO STRUT CLOSURE SKIN CRACKED ON I/B SIDE. REPAIRED PER SRM 51-40-02.									
5330 P5CA	854FT 19754	BOEING 747122				PANEL	CRACKED FUSELAGE		3/7/98 P5CA9800475
LOWER FUSELAGE PANEL 191NL INBD CORNER CRACKED. FOUND PAINT BUILDUP TO BE CRACKED. SANDED AND INSP AREA NO CRACK FOUND IAW SRM 51-40-15.									

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5330 P5CA	854FT 19754	BOEING 747122				PANEL	DELAMINATED BS 1000		3/8/98 P5CA9800467
LOWER FUSELAGE BS 1000 PANEL 191AL AND SKIN ON INSIDE DELAMINATED. REPAIRED PER SRM 51-40-15.									
5330 P5CA	854FT 19754	BOEING 747122				SKIN	DAMAGED BS 1260		3/3/98 P5CA9800463
DAMAGED FUSELAGE SKIN PANEL IN RIGHT WING GEAR WHEEL WELL AT BS 1260. REPAIRED DAMAGE AND REPLACED FASTENERS PER BAC SRM 53-30-02 AND 53-30-03.									
5330 P5CA	854FT 19754	BOEING 747122				PANEL	CORRODED BS 1240		3/3/98 P5CA9800462
LEVEL 1 CORROSION UNDER HINGE PANELS ON FUSELAGE PANEL 192A AT BS 1240. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01 AND 51-10-02.									
5330 P5CA	854FT 19754	BOEING 747122				PANEL	DELAMINATED BS 1012		3/3/98 P5CA9800461
DELAMINATION ON FUSELAGE PANEL 192HR AT BS 11012, BL 9. REPAIRED PER BAC SRM 51-40-09.									
5330 P5CA	854FT 19754	BOEING 747122				PANEL	CRACKED BS 1054		3/3/98 P5CA9800460
TWO CRACKS ON UPPER SURFACE OF PANEL 191A AT BS 1054. REPAIRED PER BAC SRM 51-40-15.									
5330 P5CA	854FT 19754	BOEING 747122				PANEL	DAMAGED BS 1000		3/8/98 P5CA9800468
LOWER FUSELAGE BS 1000 PANEL 191AR FORWARD CORNER DAMAGED. REPAIRED PER SRM 51-40-09.									
5330 P5CA	854FT 19754	BOEING 747122				SKIN	WORN BS 640		3/7/98 P5CA9800486
FUSELAGE FWD LOWER EXTERNAL SKIN BS 640 HAS LOOSE FASTENERS AT LOWER LAP SEAMS. REMOVED AND REPLACED FASTENERS IAW SRM 51-30-02.									
5330 P5CA	854FT 19754	BOEING 747122				PANEL	CRACKED FUSELAGE		3/7/98 P5CA9800479
LOWER FUSELAGE AIR COND PANEL 192A CRACKED ON PREVIOUS REPAIR ON UPPER SURFACE. FOUND AND REMOVED OIL AND WATER. CUT OUT DAMAGED AREA AND REPLACED DAMAGED FIBERGLAS IAW 51-40-15.									
5330 P5CA	854FT 19754	BOEING 747122				SKIN	DAMAGED BS 680		3/7/98 P5CA9800484
FUSELAGE BS 680 WORKING FASTENERS BETWEEN CORNER LAP SEAMS. REPAIRED WORKING FASTENERS PER SRM 51-30-02.									
5330 P5CA	854FT 19754	BOEING 747122				PANEL	CRACKED FUSELAGE		3/10/98 P5CA9800500
PANEL 191H CRACKED AND DELAMINATED. REPAIRED PER BOEING SRM 51-40-09.									
5330 P5CA	854FT 19754	BOEING 747122				PANEL	CRACKED FUSELAGE		3/7/98 P5CA9800478
LOWER FUSELAGE LOWER PANEL 191A 2 CRACKS IN UPPER SURFACE. REPAIRED DAMAGED PANEL IAW SRM 51-40-15.									
5330 P5CA	855FT 19733	BOEING 747124				SKIN	CRACKED BS 820-840		5/28/97 P5CA9701079
BS 820 TO 840 S12L SKIN LAP JOINT TOP ROW FASTENER HOLES FOUND (2 EA) CRACKED. REPAIRED SKIN LAP JOINT AT BS 820 TO BS 840 SILL PER BOEING SRM 53-30-03.									

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5330 P5CA	855FT 19733	BOEING 747124				SKIN	DELAMINATED ACCESS DOOR		5/21/97 P5CA9701027
FWD CARGO STN 470 LT ACCESS DOOR SKIN FOUND DELAMINATED. REPAIRED ACCESS DOOR PER BOEING SRM 51-40-15.									
5330 P5CA	855FT 19733	BOEING 747124				SKIN	CORRODED R4 DOORWAY		5/29/97 P5CA9701085
LEVEL 2, CABIN R4 DOOR AFT CUTOUT SKIN CORRODED SPOTS AT 2 LOCATIONS, REF BOEING TELEX PAO-HKG-97-0005RE AND 0006RE FOR REPAIR.									
5330 P5CA	855FT 19733	BOEING 747124				SKIN	CRACKED BS 820-840		5/17/97 P5CA9701023
BS 820 TO 840 S12L FUSELAGE SKIN LAP JOINT TOP ROW FASTENER HOLES FOUND (2 EA) CRACKED. REPAIRED PATCH PER BOEING SRM 53-30-03 REF SRWS 913378.									
5330 P5CA	855FT 19733	BOEING 747124				SKIN	CORRODED BS 1720		6/6/97 P5CA9701062
LEVEL 2, CORROSION AT BS 1720 AFTER EDGE OF MED NR 4 CUTOUT, AT TWO LOCATIONS, S-18R AND S-19R AND AT S-22R. TRIMMED OUT DAMAGED SKIN AND INSTALLED FILLER AND EXTERNAL DOUBLERS PER RS NR R53-11-33400, R-53-11-33399.									
5330 P5CA	855FT 19733	BOEING 747124				SKIN	WORN BS 520-526		5/29/97 P5CA9701067
SKIN LAP BS 520 TO BS 526 S12L EXISTING COUNTERSUNK HOLES OVERSIZED. REPAIRED SKIN LAP AT BS 520 TO BS 526 PER BOEING SRM 53-30-03.									
5330 P5CA	855FT 19733	BOEING 747124				SKIN	MISDRILLED BS 860-880		5/28/97 P5CA9701093
U/D SKIN LAP JOINT BETWEEN BS 880 TO BS 860 FOUND MANY FASTENER HOLES FOUND INSUFFICIENT EDGE MARGIN AT S12L TOP ROW. REPAIRED SKIN LAP BETWEEN BS 880 TO BS 960 PER BOEING SRM 53-30-03.									
5343 P5CA	855FT 19733	BOEING 747124				TRUNNION	CRACKED NLG		5/29/97 P5CA9701065
NOSE LANDING GEAR LT TRUNNION FTG CRACKED ABOUT 2 INCHES LONG REVEALED AT AFT ATTACH FLANGE. REPLACED TRUNNION FTG (P/N 65B10081-7) PER DWG 65B10081.									
5344 P5CA	855FT 19733	BOEING 747124				ANGLE	CORRODED AIR COND DOOR		5/20/97 P5CA9701051
LEVEL 2, FX AIR COND BAY ACCESS DOOR 192E AFT HINGE LWR HALF ATT ANGLE FOUND CORRODED. REPLACED ANGLE PER MM 52-48-01.									
5344 P5CA	855FT 19733	BOEING 747124				HINGE	CORRODED AIR COND DOOR		5/20/97 P5CA9701052
LEVEL 2, FX AIR COND BAY ACCESS DOOR 191M MID HINGE LWR HALF ATT ANGLE FOUND CORRODED. REPLACED MID HINGE ASSY PER MM 54-48-01.									
5347 P5CA	855FT 19733	BOEING 747124				SEAT TRACK	CORRODED BS 498-520		5/23/97 P5CA9701081
LEVEL 2, U/D BS 498 TO BS 520 LBL 65 SEAT TRACK FLANGE CORRODED. REPLACED SEAT TRACK AT BS 480 EXISTING SPLICE TO BS 529 EXISTING SPLICE PER BOEING SRM 51-10-01.									
5347 P5CA	855FT 19733	BOEING 747124				SEAT TRACK	CORRODED BS 520-550		6/2/97 P5CA9701066
LEVEL 2, U/D SEAT TRACK FOUND DAMAGE AT BS 520 TO BS 550 LBL 65. REPLACED SEAT TRACK AT BS 530 EXISTING SPLICE TO BS 560 PER BOEING SRM 53-10-05.									
5347 P5CA	855FT 19733	BOEING 747124				SEAT TRACK	CORRODED BS 480-502		5/23/97 P5CA9701071
LEVEL 2, U/D BS 480 TO BS 502 RBL 65 SEAT TRACK CORRODED. REPLACED SEAT TRACK AT BS 480 EXISTING SPLICE TO BS 529 EXISTING SPLICE PER BOEING SRM 51-10-01.									

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5347 P5CA	855FT 19733	BOEING 747124				TIE DOWN TRACK	CRACKED BS 650-660		5/26/97 P5CA9701092
FWD CARGO TIE DOWN TRACK CRACKED AT BS 650 TO BS 660 RBL 44. REPLACED TIE DOWN TRACK AT BS 640 TO BS 700 PER BOEING SRM 53-10-05.									
5347 P5CA	855FT 19733	BOEING 747124				SEAT TRACK	CORRODED BS 530-710		5/23/97 P5CA9701077
LEVEL 2, U/D BS 530 TO BS 710 RBL 46 SEAT TRACK CORRODED. REPLACED SEAT TRACK BETWEEN BS 530 TO BS 710 PER BOEING SRM 53-10-05.									
5347 P5CA	855FT 19733	BOEING 747124				SEAT TRACK	CORRODED BS 530-600		5/23/97 P5CA9701078
LEVEL 2, U/D BS 530 TO BS 590 RBL 65 SEAT TRACK CROWN FOUND CORRODED. REPLACED SEAT TRACK BETWEEN BS 530 TO BS 600 PER BOEING SRM 53-10-05.									
5347 P5CA	855FT 19733	BOEING 747124				SEAT TRACK	CORRODED BS 520		5/23/97 P5CA9701080
LEVEL 2, U/D BS 480 TO BS 520 RBL 46.5 SEAT TRACK FOUND HEAVILY CORRODED. REPLACED SEAT TRACK AT BS 480 EXISTING SPLICE TO BS 529 EXISTING SPLICE PER BOEING SRM 51-10-01.									
5347 P5CA	855FT 19733	BOEING 747124				TIE DOWN TRACK	CORRODED BS 1090-1210		5/29/97 P5CA9701069
LEVEL 2, M/D TIE DOWN TRACK AT BS 1100 RBL 75 FOUND CRACK 4 INCHES LONG. REPLACED TIE DOWN TRACK BETWEEN BS 1090 TO BS 1210 PER BOEING SRM 53-10-05.									
5347 P5CA	855FT 19733	BOEING 747124				SEAT TRACK	CORRODED BS 530-550		5/30/97 P5CA9701082
LEVEL 2, U/D BS 530 TO BS 550 LBL 65 SEAT TRACK CORRODED ON FLANGE AREA. REPLACED SEAT TRACK AT BS 530 EXISTING SPLICE TO BS 560 PER BOEING SRM 53-10-05.									
5347 P5CA	855FT 19733	BOEING 747124				TIE DOWN TRACK	CRACKED BS 650-660		5/20/97 P5CA9701060
FWD CARGO TIE DOWN TRACK FOUND CRACKED AT RT STN 650 TO 660 RBL 44 APPX. REPAIRED TRACK PER BOEING SRM 53-10-05.									
5350 P5CA	854FT 19754	BOEING 747122				FAIRING	DELAMINATED FUSELAGE		3/7/98 P5CA9800465
LT FUSELAGE LWR FAIRING FWD OF W/GEAR W/W DELAMINATED. REPAIRED PER SRM 51-40-09.									
5400 P5CA	854FT 19754	BOEING 747122				ANGLE	CRACKED NR 2 PYLON		3/3/98 P5CA9800459
CRACK ON LEADING EDGE UPPER HORIZONTAL WEB INBOARD ATTACH ANGLE. REPAIRED PER BAC SRM 51-30-03.									
5400 P5CA	854FT 19754	BOEING 747122				BRACKET	CRACKED NR 4 PYLON		3/2/98 P5CA9800454
CRACKED INBOARD AND OUTBOARD SUPPORT BRACKETS ON NR 4 PYLON LOWER FIREWALL RIB. REPLACED SUPPORT BRACKETS PER BAC SRM 51-30-02.									
5400 P5CA	851FT 19756	BOEING 747122				BRACE	CHAFED NR 1 PYLON		1/18/98 P5CA9800023
LT SIDE OF DIAGONAL BRACE CHAFED FWD END OF NR 1 ENGINE PYLON. BLENDED OUT CHAFED AREA PER SRM 54-40-01.									
5400 P5CA	855FT 19733	BOEING 747124				ANGLE	DELAMINATED NR 4 PYLON		5/29/97 P5CA9701083
NR 4 PYLON FWD ENG MOUNT BHD CHAFE MARK FOUND ON I/B RADIUS ANGLE LWR SECTION. ORIGINAL THICKNESS 0.059 REMAIN 0.046 REF BOEING TELEX PAO - HKG- 97 - 0014RE FOR REPAIR.									

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5400 P5CA	855FT 19733	BOEING 747124				BRACE	DELAMINATED NR 3 PYLON		5/29/97 P5CA9701084
NR 3 PYLON DIAGONAL BRACE AFT SECTION DEEP CHAFE MARK FOUND EXCEED SRM 54-40-01, REF BOEING TELEX PAO-HKG-97-0009RE FOR REPAIR.									
5400 P5CA	921FT 21575	BOEING 747238B				BRACE	CHAFED NR 4 PYLON		1/16/98 P5CA9800026
NR 4 ENGINE PYLON SAIL AREA DIAGONAL BRACED CHAFED FWD END LT SIDE. CHAFE OF DIAGONAL BRACE WITHIN LIMITS PER 54-40-01 ZONE 3. EDDY CURRENT C/W, NO CRACKS NOTED PER NDT 54-40-08 PART 6. BLENDED OUT CHAFED AREA, SHOT PEENED AND TREATED PER SRM 54-40-01.									
5400 P5CA	921FT 21575	BOEING 747238B				BRACE	CHAFED NR 1 PYLON		1/16/98 P5CA9800025
NR 1 ENGINE PYLON SAIL PLANE AREA DIAGONAL BRACE CHAFED 2 PLACES LT SIDE. CHAFE WITHIN LIMITS ZONE 3 PER SRM 54-40-01. EDDY CURRENT C/W PER NDT 54-40-08 PART 6. BLENDED OVER CHAFE AREA SHOT PEENED AND TREATED PER SRM 54-40-01.									
5400 P5CA	921FT 21575	BOEING 747283B				BRACE	CHAFED NR 1 PYLON		1/16/98 P5CA9800024
NR 1 ENGINE PYLON SAIL PLANE AREA DIAGONAL BRACE CHAFED FWD RT SIDE. CHAFE OF DIAGONAL BRACE WITHIN LIMITS PER ZONE 3 SRM 54-40-01. EDDY CURRENT C/W PER NDT 54-40-08 PART 6, NO CRACKS FOUND. BLENDED OUT CHAFED AREA AND TREATED AREA PER SRM 54-40-01.									
5414 P5CA	854FT 19754	BOEING 747122				SKIN	HOLE NR 2 PYLON		3/7/98 P5CA9800483
NR 2 PYLON HYD DOOR LT INBOARD SKIN HAS HOLE. REPAIRED HOLE IN DOOR PER SRM 51-40-06.									
5414 P5CA	854FT 19754	BOEING 747122				SKIN	CRACKED NR 2 PYLON		3/3/98 P5CA9800458
CRACKED SKIN ON NR 2 PYLON ADJACENT TO PANEL 463EL. REPAIRED PER BAC SRM 54-30-03.									
5414 P5CA	854FT 19754	BOEING 747122				DOOR SKIN	PUNCTURED NR 2 PYLON		3/3/98 P5CA9800457
HOLE IN LEFT HYDRAULIC SERVICE DOOR (SAILBOAT) ON NR 2 PYLON. REPAIRED PER BAC SRM 51-40-06.									
5414 P5CA	855FT 19733	BOEING 747124				PANEL	DELAMINATED NR 1 PYLON		5/19/97 P5CA9701025
NR 1 PYLON ACCESS PANEL HONEY COMB IS DISBONDED FROM SKIN AT 1 PLACES. REBONDED IAW BOEING SRM 51-40-06, REF CWS NR 834290.									
5414 P5CA	855FT 19733	BOEING 747124				PANEL	DELAMINATED NR 2 PYLON		5/19/97 P5CA9701026
NR 2 PYLON ACCESS PANEL 463CL INNER HONEY COMB FOUND DISBONDED FROM SKIN. REBONDED IAW BOEING SRM 51-40-06, REF CWS NR 834291.									
5414 P5CA	855FT 19733	BOEING 747124				PANEL	DELAMINATED NR 1 PYLON		5/19/97 P5CA9701024
NR 1 PYLON ACCESS PANEL 453EL INNER SKIN AND HONEY COMB DISBONDED AT NUMEROUS PLACES. REBONDED PER BOEING SRM 51-40-06, REF CWS NR 834289.									
5414 P5CA	921FT 21575	BOEING 747238B				DOOR	CHAFED NR 4 PYLON		3/5/98 P5CA9800737
NR 4 PYLON O/B SAILBOAT DOOR CHAFED. SANDED DOWN CHAFED AREA, APPLIED POTTING COMPOUND, SANDED DOWN AND PRIMED/PAINTED PER SRM 51-70-00.									
5414 P5CA	920FT 22237	BOEING 747249F				SKIN	CRACKED NR 3 PYLON		10/31/97 P5CA9701813
CRACKED I/B AFT END OF PYLON EXTERNAL SKIN AT FASTENER HOLE. CUT OUT DAMAGE, FABRICATED AND INSTALLED REPAIR DOUBLER PER SRM 54-50-03.									

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5522 P5CA	854FT 19754	BOEING 747122				SKIN	CRACKED LE ELEV		3/10/98 P5CA9800498
LEFT INBOARD ELEVATOR LOWER SKIN CRACKED. REPAIRED PER BOEING SRM 51-40-09.									
5532 P5CA	854FT 19754	BOEING 747122				PANEL	DEBONDED VERT STAB		3/2/98 P5CA9800456
DEBONDING AND EROSION ON PREVIOUS REPAIR ON RIGHT EXTERIOR PANEL ON VERTICAL STABILIZER. REPAIRED PER BAC SRM 51-40-09.									
5711 P5CA	855FT 19733	BOEING 747124				SPAR	CRACKED RT WING		5/29/97 P5CA9701087
RHW FRONT SPAR LWR CHORD CRACK FOUND 2 INCH LONG AT OLES 1430, REF BOEING PAO-HKG-97-0021RE FOR REPAIR.									
5711 P5CA	855FT 19733	BOEING 747124				SPAR	CRACKED LT WING		5/29/97 P5CA9701088
LHW FRONT SPAR LOWER CHORD CRACK FOUND 9 INCHES LONG AT OLES 1440, REF BOEING PAO-HKG-97-0021RE FOR REPAIR.									
5720 P5CA	855FT 19733	BOEING 747124				WING TIP	DELAMINATED LT WING		5/20/97 P5CA9701040
LWH, O/B WING TIP AFT LOWER CORNER RIVETS SHEARED. REPLACED RIVETS PER BOEING SRM 51-30-02.									
5730 P5CA	854FT 19754	BOEING 747122				PANEL	DELAMINATED LT TE FLAP		3/10/98 P5CA9800495
LT WING T/E FLAP FIXED PANEL JUST INBOARD OF NR 1 PYLON DELAMINATED. REMOVED DAMAGE, APPLIED FILLERS AND DOUBLERS IAW SRM 51-40-09.									
5730 P5CA	854FT 19754	BOEING 747122				PANEL	CRACKED LT WING		3/10/98 P5CA9800494
LT WING FLYING PANEL WBL 197 CRACKED BY FITTING. REMOVED AND REPLACED FLYING PANEL IAW 51-10-01 AND 51-30-02.									
5730 P5CA	854FT 19754	BOEING 747122				PANEL	DAMAGED RT WING		3/7/98 P5CA9800489
RT WING FLYING PANEL PULLED FASTENERS. REMOVED AND REPLACED FASTENERS IAW SRM 51-30-02 AND 51-32-03.									
5730 P5CA	854FT 19754	BOEING 747122				SKIN	CRACKED LT WING		3/7/98 P5CA9800481
LT WING INBD T/E UPPER SURFACE PANEL JUST FORWARD OF FLYING PANEL IS CRACKED. SANDED PANEL REMOVED DAMAGE SKIN, FABRICATED REPAIR IAW SRM 51-40-15.									
5730 P5CA	854FT 19754	BOEING 747122				SKIN	DELAMINATED WS 1196		3/7/98 P5CA9800491
RT WING T/E UPPER SKIN PANEL WS 1196 DELAMINATED ON BOTTOM SURFACE. FABRICATED FIBERGLASS FILLERS AND OVERLAYS AND BONDED NEW REPAIR PER SRM 51-40-15.									
5730 P5CA	855FT 19733	BOEING 747124				SKIN	CORRODED WS 966-976		5/29/97 P5CA9701089
LEVEL 2, RHW LOWER SKIN AT WS 966 TO WS 976 AT REAR SPAR EXTENSION CORROSION FOUND EXCEEDS BOEING SRM 57-30-01 AFTER BLENDING. REF BOEING TELEX PAO-HKG-97-0015TE FOR REPAIR.									
5730 P5CA	855FT 19733	BOEING 747124				PANEL	CORRODED WS 914		5/16/97 P5CA9701029
LEVEL 1, RHW UPPER SURFACE AFT OF L/E F/GLASS PANEL AT WS 914 BLUGED UP (LOCATION AT AFT OF NR 19 VC FLAP POSITION). CORROSION REMOVED AND REPROTECTED PER BOEING SRM 51-10-01 AND 51-10-02.									

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5730 P5CA	855FT 19733	BOEING 747124				PANEL	LOOSE LT WING		1/17/98 P5CA9800020
L/W FLYING PANEL Z572 I/B BRACKET, O/B FASTENER HOLE DRILLED OVERSIZED FITTING. FITTING REPLACED IAW 51-10-01, HFEC CHECK OK.									
5751 P5CA	920FT 22237	BOEING 747249F				SKIN	DAMAGED LT AILERON		2/12/98 P5CA9800233
LT OUTBD LWR T/E AILERON HAS DAMAGE. REPAIRED AILERON T/E IAW MM 51-40-15. PAINTED REPAIRED AREA IAW MM 51-24-11.									
5751 P5CA	920FT 22237	BOEING 747249F				SKIN	DAMAGED RT AILERON		2/13/98 P5CA9800238
RT OUTBD AILERON LOWER T/E HAS DAMAGE AT CONDUCTIVE STRIP. REMOVED DAMAGED SECTION OF CONDUCTIVE STRIP AND STATIC WICK. REPAIRED CONDUCTIVE STRIP, REPLACED WICK. OHM CHECKED PER MM 57-51-03 AND 23-61-00.									
5753 P5CA	854FT 19754	BOEING 747122				FAIRING	DELAMINATED LT TE FLAP		3/2/98 P5CA9800455
DELAMINATION ON LEFT OUTBOARD FLAP OUTBOARD HINGE FAIRING PANEL. REPAIRED PER BAC SRM 51-40-09.									
5753 P5CA	854FT 19754	BOEING 747122				SKIN	DELAMINATED RT TE AFT FLAP		3/7/98 P5CA9800464
RT WING T/E O/B OR I/B AFT FLAP DELAMINATED I/B OF O/B TRACK. REPAIRED IAW SRM 51-40-09.									
5753 P5CA	854FT 19754	BOEING 747122				SKIN	DENTED RT TE FOREFLAP		3/10/98 P5CA9800474
RT WING T/E OUTBD FOREFLAP LEADING EDGE DENTED O/B OF O/B LINK. REMOVED DAMAGE PLYS, REMOVED CORD AND REPLACED. FABRICATED FIBERGLASS FILLER AND OVERLAYS AND BONDED IAW SRM 51-40-15.									
5753 P5CA	854FT 19754	BOEING 747122				SKIN	DELAMINATED LT TE FLAP		3/7/98 P5CA9800466
LT WING T/E FLAP O/B AFT FLAP DELAMINATED. REPAIRED PER MM 27-51-00.									
5753 P5CA	854FT 19754	BOEING 747122				FLAP	DELAMINATED LT TE MIDFLAP		3/10/98 P5CA9800497
LT WING I/B T/E MIDFLAP LEADING EDGE DELAMINATED. REPAIRED DELAMINATED AREA BY CUTTING OUT DAMAGE, POTTING CORE AND APPLYING FIBERGLASS OVERLAYS IAW SRM 51-40-09.									
5753 P5CA	854FT 19754	BOEING 747122				SKIN	DELAMINATED LT TE FLAP		3/10/98 P5CA9800493
LT WING T/E INBD FLAP MIDFLAP DELAMINATED ON LEADING EDGE AREA. REPAIRED FLAP SKIN IAW SRM 51-40-09.									
5753 P5CA	854FT 19754	BOEING 747122				SKIN	DELAMINATED RT TE FOREFLAP		3/10/98 P5CA9800492
RT WING T/E INBD FOREFLAP LEADING EDGE SKIN DELAMINATED. SANDED DAMAGED AREA, SMOOTH AND REMOVED DELAMINATED AREA. APPLIED FILLER WITH FIBERGLASS OVERLAYS IAW SRM 51-40-15.									
5753 P5CA	854FT 19754	BOEING 747122				SKIN	DELAMINATED RT TE AFT FLAP		3/7/98 P5CA9800473
R/WING AFT FLAP LOWER SKIN L/E DELAMINATED. REPAIRED DELAMINATION BY REMOVING DELAM, POTTING CORE AND PUTTING ON FIBERGLASS OVERLAYS IAW SRM 51-40-09.									

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5753 P5CA	854FT 19754	BOEING 747122				FLAP	CRACKED LT TE MIDFLAP		3/10/98 P5CA9800496
LT WING OTBD T/E MIDFLAP HAS 3 FT CRACK ON TRAILING EDGE. PREPARED AREA OF REPAIR, INJECTED CORE ALONG CRACK AND APPLIED FIBERGLASS LAYERS IAW 747 SRM 51-40-09.									
5753 P5CA	855FT 19733	BOEING 747124				FASTENERS	MISINSTALLED LT TE MID FLAP		1/17/98 P5CA9800022
LEFT WING INBOARD TRAILING EDGE MIDFLAP HAS BLIND FASTENER INSTALLED IN STRESS PANEL. REMOVED AND REPAIRED FASTENER IAW SRM 51-30-02.									
5753 P5CA	920FT 22237	BOEING 747249F				PANEL	CRACKED LT TE MIDFLAP		2/11/98 P5CA9800232
LT MIDFLAP COVE LIP PANEL INBD HAS CRACK. CLEANED/SMOOTHED DAMAGED AREA. STOP DRILLED CRACK, APPLIED FIBERGLASS OVERLAY AND PAINTED PER SRM 51-40-15 AND 51-24-11.									
5753 P5CA	920FT 22237	BOEING 747249F				SKIN	DELAMINATED RT TE FLAP		10/31/97 P5CA9701811
DELAMINATED O/B END AT THE LEADING EDGE OF THE RT INBD TRAILING EDGE FLAP. APPLIED FIBERGLASS OVERLAYS PER SRM 51-40-15.									
5755 P5CA	855FT 19733	BOEING 747124				FITTING	CRACKED NR 5 SPOILER ACT		5/29/97 P5CA9701072
LHW NR 5 SPOILER ACTUATOR MOUNT FTG FOUND CRACKED AT I/B LWR SECTION LENGTH 1.5 INCHES LONG. REPLACED FITTING (P/N 65B08099-) PER DWG 65B08099.									
5755 P5CA	855FT 19733	BOEING 747124				PANEL	DELAMINATED NR 6 SPOILER		1/17/98 P5CA9800021
R/W PANEL FORWARD OF NR 6 SPOILER DELAMINATED. REPAIRED PANEL IAW SRM 51-40-15.									
5755 P5CA	855FT 19733	BOEING 747124				PANEL	SPLIT NR 4 SPOILER		1/17/98 P5CA9800018
NR 4 SPOILER PANEL, T/E HAS SPLIT IN REPAIR. CLEANED DAMAGED AREA APPLIED FILLER, BONDED CURED SANDED SMOOTH IAW SRM 51-40-06.									
5755 P5CA	855FT 19733	BOEING 747124				PANEL	DELAMINATED NR 11 SPOILER		1/17/98 P5CA9800019
NR 11 SPOILER PANEL, UPPER SURFACE DELAMINATED. REMOVED DAMAGED AREA, APPLIED FILLER AND DOUBLED IAW SRM 51-40-06.									
5755 P5CA	855FT 19733	BOEING 747124				PANEL	DELAMINATED NR 6 SPOILER		1/17/98 P5CA9800017
NR 6 SPOILER PANEL DELAMINATED AT I/B AND O/B EDGE BAND. REMOVED DELAMINATION UPPER SKIN, FABRICATED AND BONDED REPAIR SKIN AND DOUBLER IAW SRM 51-40-06.									
5755 P5CA	920FT 22237	BOEING 747249F				SKIN	DENTED NR 8 SPOILER		2/13/98 P5CA9800231
NR 8 SPOILER HAS DENTS IN UPPER SURFACE. CUTOUT DAMAGED AREA, APPLIED FILLER AND DOUBLER AND PAINTED AREA PER SRM 51-40-06 AND 51-24-11.									
7110 P5CA	855FT 19733	BOEING 747124				COWL	CRACKED NR 3 ENGINE		5/20/97 P5CA9701035
NR 3 ENG LT SIDE COWL BOTTOM CHORD IS CRACKED AND DISTORTED WITH LOOSE AND MISSING FASTENERS. REPAIRED COWL BOTTOM CHORD IAW BOEING SRM 51-40-03, REF CWS NR 854178.									
7110 P5CA	855FT 19733	BOEING 747124				COWL	CRACKED NR 3 ENGINE		5/20/97 P5CA9701045
NR 3 ENG RT SIDE COWL AFT EDGE IS CRACKED 12 FT FROM THE TOP. REPAIRED CARRIED OUT IAW BOEING SRM 51-40-02, REF CWS NR 854294.									

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7110 P5CA	855FT 19733	BOEING 747124				COWL RUB STRIP	DAMAGED NR 3 ENGINE	5/20/97	P5CA9701044
NR 3 ENG RT SIDE COWL VERT UPPER EDGE IS DEFORMED AND THE EDGE RUB STRIP IS DAMAGED AT NUMEROUS LOCATIONS. REPLACED AND REFORMED EDGE PER BOEING SRM 51-10-01, REF CWS NR 854080.									
7110 P5CA	855FT 19733	BOEING 747124				COWL CHANNEL	CRACKED NR 1 ENGINE	5/20/97	P5CA9701049
NR 1 ENG LT SIDE COWL BOTTOM CHANNEL IS EITHER TORN OR CRACKED AND DEFORMED AT LATCH HOLE AREA. REFORMED IAW BOEING SRM 51-40-01 AND DRESSED OUT IAW BOEING SRM 51-10-01, REF CWS NR 860119.									
7110 P5CA	855FT 19733	BOEING 747124				COWL	TORN NR 1 ENGINE	5/20/97	P5CA9701050
NR 1 ENG LT SIDE COWL LATCH THROUGH HOLE SKIN EDGE IS EITHER TORN OR DEFORMED (ALL 5 LOCATIONS). DRESSED OUT PER BOEING SRM 51-10-01, REPROTECTED PER BOEING SRM 51-10-02 AND REFORMED PER BOEING SRM 51-40-01.									
7110 P5CA	855FT 19733	BOEING 747124				COWL FAIRING	DELAMINATED NR 3 ENGINE	5/20/97	P5CA9701043
NR 3 ENG AFT 'V' FAIRING FWD OUTBD EDGE HAS CHAFED THROUGH. REPAIRED OUTBD EDGE IAW BOEING SRM 51-40-03, REF CWS NR 867371.									
7110 P5CA	855FT 19733	BOEING 747124				COWL FILLER	CRACKED NR 3 ENGINE	5/20/97	P5CA9701042
NR 3 ENG LT FAN COWL INNER SURFACE PREVIOUS FILLER REPAIRS HAVE CRACKED. REPAIRED FILLER IAW BOEING SRM 51-40-06, REF CWS NR 834270.									
7110 P5CA	855FT 19733	BOEING 747124				COWL RUB STRIP	DAMAGED NR 4 ENGINE	5/20/97	P5CA9701041
NR 4 ENG LT SIDE COWL UPPER EDGE RUB STRIP IS DAMAGED AND DISBONDED. REPLACED AND RESECURED RUB STRIP WITH RIVETS PER BOEING SRM 51-30-02.									
7110 P5CA	855FT 19733	BOEING 747124				COWL BRACKET	CRACKED NR 4 ENGINE	5/20/97	P5CA9701038
NR 4 ENG RT SIDE COWL 1ST RIB FROM AFT END HAS AN ANGLE BRACKET CRACKED AT THE UPPER MOST PART OF THIS RIB. REPLACED ANGLE IAW BOEING SRM 51-10-01, REF CWS NR 854049.									
7110 P5CA	855FT 19733	BOEING 747124				COWL	DELAMINATED NR 3 ENGINE	5/20/97	P5CA9701033
NR 3 ENG LT SIDE COWL PRESS RELIEF DOOR INNER SKIN IS PUNCTURED. REPAIRED INNER SKIN IAW BOEING SRM 51-40-05, REF CWS NR 854099.									
7110 P5CA	855FT 19733	BOEING 747124				COWL	DELAMINATED NR 4 ENGINE	5/20/97	P5CA9701039
NR 4 ENG LT SIDE COWL INNER SKIN DOUBLER IS PUNCTURED. REPLACED INNER DOUBLER IAW BOEING SRM 51-10-01 REF CWS NR 854253.									
7200 NWAA	603US 19780	BOEING 747151	PWA JT9D7A			ENGINE	FLAMED OUT NR 4	3/16/98	9804466603
AFTER REACHING CRUISE AT FL350, THE NR 4 ENGINE FLAMED OUT. WHILE DESCENDING, THE CREW ATTEMPTED THREE RESTARTS OF THE NR 4 ENGINE WITH THE LAST ONE SUCCESSFUL AT FL250. ALL ENGINE PARAMETERS INDICATED NORMAL AFTER THE RESTART SO THE AIRCRAFT CLIMBED BACK TO FL350 AND CONTINUED TO NRT WITHOUT ANY FURTHER PROBLEMS. MAINTENANCE INSPECTED THE ENGINE WITH NO DEFECTS NOTED. THE FUEL FILTER AND PH FILTER WERE REPLACED AND THE AIRCRAFT CONTINUED IN SERVICE.									
7200 TWAA	303TW 20116	BOEING 747257B	PWA JT9D7A			ENGINE	FAILED NR 3	7/4/97	TWAA9775002
LGW - FLT 883 - DURING CLIMB, NR 3 ENGINE, SN 4144, OIL QUANTITY WENT TO ZERO. ENGINE SHUT DOWN IN-FLIGHT. CHANGED ENGINE, SN 4144. ENGINE TOTAL TIME: 73,992 HOURS; 14,322 CYCLES. CHECK C - 3-20-97 - JFK. (X)									

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7250 P5CA	920FT 22237	BOEING 747249F	PWA JT9D7Q			R-RAIL	CRACKED NR 2 ENGINE		10/31/97 P5CA9701812
CRACK (RADIAL OD) IN NR 2 ENG R-RAIL AT FASTENER HOLE AT 9 O'CLOCK POSITION. WELDED AND STRESS RELIEVED PER PW MM 72-51-01.									
7260 P5CA	854FT 19754	BOEING 747122	PWA JT9D7A			SEAL	LEAKING NR 2 GEARBOX		3/10/98 P5CA9800503
EXCESSIVE OIL CONSUMPTION ON NR 2 ENG. FOUND GEN GARLOCK SEAL LEAKING. REPLACED SAME, LEAK CHECK GOOD REF MM 72-61-08. RAN ENG AT PART POWER PER MM 71-00-00.									
7261 EIAA	481EV 19896	BOEING 747132	PWA JT9D7F			LINE	LEAKING NR 1 ENGINE		11/4/97 EIAA970202
ANC - LOG PAGE: F47048 - 2.5 HOURS INTO FLIGHT, NR 1 ENGINE OIL QTY WAS DOWN TO 1/2 ON THE GAUGE. REMOVED EXHAUST PLUG AND FOUND TRACE OF OIL AROUND PRESSURE LINE TO NR 6 BEARING COMPARTMENT. REMOVED HEAT SHIELD FROM PRESSURE AND SCAVENGE LINE, TIGHTENED LINES. (X)									
7261 P5CA *****	857FT 20246	BOEING 747132	PWA JT9D7AH			SEAL	MISINSTALLED NR 1 ENGINE		11/3/97 P5CA9701815
ENGINE SHUT DOWN AT 21,000 FEET DUE TO LOSS OF NR 1 ENGINE OIL QUANTITY AND LOSS OF OIL PRESSURE WITH INCREASE IN OIL TEMPERATURE OF APPROXIMATELY 25 DEGREES. FOUND NR 1 ENGINE DRIVEN PUMP DEACTIVATED WITH KIT. DRIVE SEAL LINE IN CASE NOT PROPERLY REMOVED AND CAPPED. REPLACED ENGINE DRIVEN PUMP PER BOEING MAINTENANCE MANUAL 29-22-05. PER 72-00-00 CHECKED OIL SCREENS AND CHIP DETECTORS. RESERVICED WITH OIL LEAK CHECK GOOD. NO DISCREPANCIES NOTED, ENGINE RETURNED TO SERVICE.									
7261 TWRA	620FF 21162	BOEING 747212B	PWA JT9D7J			FITTING	FAILED NR 1 GEARBOX		7/8/97 TWRA97164
DURING CRUISE, NR 1 ENGINE OIL PRESSURE FLUCTUATED AND DROPPED BELOW YELLOW BAND. OIL PRESSURE LIGHT ON AT PILOT'S PANEL. ENGINE FAILURE CHECK LIST ACCOMPLISHED. ENGINE SHUT DOWN ON FINAL APPROACH. ENGINE OIL PRESSURE 7 PSI. FLIGHT DIVERTED TO JFK. MAINTENANCE FOUND BREATHER PRESS PORT FITTING AT MAIN GEARBOX LIBERATED DUE TO FAILED THREADS. INSTALLED BUSHING AND PLUG PER EA 72-075. REMOVED AND REPLACED MAIN OIL SCREEN PER MM 72-61-05. RAN ENGINE. OPS CHECKED NORMAL. AIRCRAFT RETURNED TO SERVICE. (X)									
7261 TWRA	611FF 20502	BOEING 747282B	PWA JT9D7A			OIL CAP	MISSING NR 1 ENGINE		6/29/97 TWRA97159
FIVE MINUTES AFTER TAKEOFF, ENGINE NR 1 LOW OIL PRESSURE LIGHT STARTED TO FLICKER WITH 32 TO 37 PSI OF ENGINE OIL PRESSURE OSCILLATING INDICATION. ENGINE OIL QTY DROPPED TO 0.5 USG. OIL TEMP STARTED TO RISE UP TO 120 DEGREES CELSIUS. RETARDING THRUST LEVER DID NOT PUT OUT ENGINE LOW OIL PRESSURE LIGHT PER VOL 1 ENGINE SHUT DOWN, WHILE OIL PRESSURE WAS INDICATING 20 PSI. RETURNED TO SJU. MAINTENANCE FOUND OIL CAP MISSING. REINSTALLED OIL CAP. ACCOMPLISHED WINDMILL INSPECTION PER MM 72-00-00 PAGE 682. RAN ENGINE OPERATION AND LEAK CHECK NORMAL. AIRCRAFT RETURNED TO SERVICE. (X)									
7603 NWAA *****	642NW 21942	BOEING 747212B	PWA JT9D7Q			COUPLING SCREW	BROKEN NR 4 ENGINE		2/13/98 9802736642
AT START OF TAKEOFF ROLL, THE NR 4 ENGINE DID NOT ACCELERATE OR RESPOND TO POWER LEVER INPUTS. THE TAKEOFF WAS ABORTED AND RETURNED TO THE GATE. MAINTENANCE FOUND A BROKEN COUPLING SCREW IN THE STRUT AREA. REPLACED THE SCREW AND A FUNCTIONAL TEST OF THE THRUST LEVER SYSTEM PER MM 76-11-06 WAS NORMAL.									
7714 NWAA	618US 21122	BOEING 747251F	PWA JT9D7F			TACHOMETER	MALFUNCTIONED NR 4 ENGINE		4/19/98 9806976718
DURING TAKEOFF ROLL AT APPROXIMATELY 115 KTS, THE NR 4 ENGINE N1 RPM INDICATION MALFUNCTIONED. THE TAKEOFF WAS ABORTED. MAINTENANCE PLACED THE NR 4 ENGINE N1 INDICATION SYSTEM ON MEL AND THE AIRCRAFT RETURNED TO SERVICE.									
8012 P5CA	853FT 19753	BOEING 747122	PWA JT9D7A			START VALVE	MALFUNCTIONED NR 4 ENGINE		3/13/98 P5CA9800502
ON INITIATING DESCENT, NR 4 ENG START VALVE LIGHT ILLUMINATED STEADY. WHEN HIGH STAGE LIGHT WAS OUT, START VALVE LIGHT WOULD EXTINGUISH. VALVE LIGHT ON STEADY ACCOMPANIED BY HIGH STAGE LIGHT ON. ENG SHUT DOWN ACCOMPLISHED. INSPECTED ALL COMPONENTS, NO DAMAGE TO STARTER OR VALVE. LOCKED OUT THE NR 4 ENG HI-STAGE VALVE PER DDPG 36-01-1.									

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2421 AALA	687AA 25695	BOEING 757223				IDG	FAILED LT ENGINE		2/17/98 AALA980347
ORD - FLT 2228 - GENERATOR DRIVE LIGHT CAME ON WITH EICAS MESSAGE. GENERATOR DRIVE DISCONNECTED. RAN ENGINES TO CONFIRM LEFT IDG HAD PROBLEM. PLACARDED LT IDG INOP PER MEL. REF 24-1 AUTH 2-303-DC-B. CHECKED AND SERVICED BOTH IDG'S AND APU PER MEL, ALL FULL. ENTERED IN MIC SHEET. INSTALLED SERVICEABLE LEFT ENGINE IDG. OPS CHECK NORMAL, MEL 24-1. AUTH 2-303DC-B. CLEARED MIC, CLEARED 5DE24C6F1/1426.14FEB.ORD. (X)									
2421 NWAA	529US 23844	BOEING 757251				IDG	REQD SERVICE NR 1 GENERATOR		1/30/98 9801985529
NR 1 GENERATOR OFF LIGHT ILLUMINATED ON TAKEOFF ROLL. THE TAKEOFF WAS ABORTED AND THE FLIGHT RETURNED TO THE GATE. MAINTENANCE INSPECTED AND SERVICED THE NR 1 IDG. SUBSEQUENT RUN-UP WAS SATISFACTORY.									
2560 DALA	676DL 25981	BOEING 757232				MEGAPHONE MV10	INOPERATIVE CABIN		11/30/97 DL757972499
MEGAPHONE INOP AT RT AFT CABIN LOCATION. REPLACED MEGAPHONE.									
2565 UALA	513UA 24810	BOEING 757222	PWA PW2037		AIR CRUISERS D31042205	TUBE	FAILED TEST SLIDE		9/24/97 97UAL900736
DURING OVERHAUL OF SLIDE REMOVED FOR TIME EXPIRATION THE LOWER TUBE FAILED THE AIR RETENTION TEST. FAILURE DUE TO POROSITY IN THE LOWER TUBE INFLATABLE MATERIAL. SLIDE SENT TO VENDOR FOR REPAIR.									
2612 IPXA	426UP 25457	BOEING 75724APF				CARD 285N002836	MALFUNCTIONED FIRE WARNING		4/24/98 UPS98526508
FIRE WARNING LIGHT ILLUMINATED W/NO OTHER AURAL WARNING. UNABLE TO GET LIGHT TO EXTINGUISH. REMOVED AND REPLACED AFLOTS CARD NR 3, NR M10400 IAW MM 26-10-01 PG 401. OPS CHECK OK, S/N OFF DO9521 ON D10064 P/N ON AND OFF 285N0028-36.									
3260 UALA	534UA 25129	BOEING 757222	PWA PW2037			LIGHT BCREF7817	DEFECTIVE LT MLG		2/7/98 98UAL900048
LEFT MAIN GEAR, NO GREEN LIGHT WITH GEAR DOWN. EXTENDED GEAR BY ALTERNATE METHOD. LANDED UNDER AMBER ALERT. *S/D* REPLACED THE LEFT GEAR INDICATION LIGHT ASSEMBLY.									
3350 UALA	541UA 25253	BOEING 757222	PWA PW2037			LAMP 767	FAILED CABIN		1/25/98 98UAL900033
EMERGENCY SLIDE LIGHT FOR RIGHT-HAND OVERWING SLIDE IS INOP. *S/D* RELAMPED.									
3350 UALA	575UA 26689	BOEING 757222	PWA PW2037			CHARGER	INOPERATIVE CABIN		9/25/97 97UAL900738
EEL LIGHTS AT ROW 19 THROUGH 24 DO NOT COME ON. REPLACED CHARGER M10770. SYSTEM CHECKS OK.									
3350 UALA	585UA 26709	BOEING 757222	PWA PW2037			BATTERY	DISCHARGED CABIN		9/26/97 97UAL900742
EEL LIGHTS IN FIRST CLASS AND BY FORWARD COAT CLOSET INOP. REPLACED BATTERY.									
3350 AALA	620AA 24578	BOEING 757223				WIRE	BROKEN CABIN		3/2/98 AALA980415
DFW - DURING OVERNIGHT MAINTENANCE, FORWARD EMERGENCY EXIT FLOOR PATH LIGHTS WERE INOPERATIVE. REPAIRED EMERGENCY FLOOR PATH WIRE AT FORWARD CABIN. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	635AA 24593	BOEING 757223				LIGHT	INOPERATIVE CABIN		3/10/98 AALA980480
DFW - DURING OVERNIGHT CHECK, CENTER CABIN EMERGENCY EXIT FLOOR LIGHT INOPERATIVE. REPAIRED EMERGENCY EXIT LIGHT STRIP AT CENTER CABIN FLOOR. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									

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3350 AALA	640A 24598	BOEING 757223				MODULE P4010051	DEFECTIVE CABIN	2/21/98	AALA980380
DFW - DURING OVERNIGHT MAINTENANCE, EMERGENCY EXIT FLOOR PATH LIGHTS IN FIRST CLASS WERE INOPERATIVE. REPLACED EMERGENCY DOOR PATH LIGHTING MODULES AT SEAT ROWS 3 AND 9. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	641AA 24599	BOEING 757223				LIGHT 3020442	DEFECTIVE CABIN	3/5/98	AALA980443
DFW - DURING OVERNIGHT CHECK, R2 AFT EMERGENCY EXIT LIGHT WOULD NOT ILLUMINATE. REPLACED R2 AFT EMERGENCY EXIT LIGHT ASSEMBLY. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	607AM 27058	BOEING 757223				MODULE P4010051112	DEFECTIVE CABIN	2/24/98	AALA980401
DFW - DURING OVERNIGHT MAINTENANCE, EMERGENCY EXIT FLOOR PATH LIGHTS IN FIRST CLASS WERE INOPERATIVE. REPLACED EMERGENCY FLOOR PATH LIGHTING FORWARD MODULE. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	607AM 27058	BOEING 757223				MODULE P4010051	DEFECTIVE CABIN	3/3/98	AALA980434
DFW - DURING OVERNIGHT CHECK, EMERGENCY FLOOR LIGHTS ILLUMINATED INTERMITTENTLY. REPLACED EMERGENCY FLOOR LIGHT MODULE. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	607AM 27058	BOEING 757223				MODULE P4010051112	DEFECTIVE CABIN	3/4/98	AALA980440
DFW - FLT 2328 - DURIGN CRUISE, THE FLOOR EMERGENCY LIGHT ILLUMINATED FOR APPROXIMATELY 35 MINUTES. REPAIRED LOOSE EMERGENCY AISLE PATH LIGHTING GROUND WIRE AND REPLACED CONTROL MODULE. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 USAA	603AU 22198	BOEING 757225				CONTROL MODULE 873203193REV4	INTERMITTENT CABIN	2/19/98	USAAB98021
LAX - AFT EMERGENCY LIGHT CONTROL MODULE INTERMITTENT. MAINTENANCE REPLACED THE MODULE. (M)									
3350 USAA	603AU 22198	BOEING 757225				BATTERIES 86210066	DISCHARGED CABIN	2/19/98	USAABB98020
LAX - EMERGENCY FLOOR LIGHTING INOPERATIVE. MAINTENANCE REPLACED ALL OF THE BATTERIES. (M)									
3350 AWXA	914AW 22208	BOEING 757225				WIRING	FAILED CABIN	12/18/97	AWXA9700698
DURING ROUTINE MAINTENANCE CHECK, FOUND EMERGENCY FLOOR PATH LIGHTING AT 2C INOP. REPAIRED WIRING, OPS CHECK NORMAL. STC - SA3143NM									
3350 DALA	607DL 22814	BOEING 757232				POWER SUPPLY	SHORTED CABIN	4/5/98	DL757980738
FLOOR PROXIMITY EMERGENCY ESCAPE PATH MARKING SYSTEM FLOOR WIRING EXPOSED, SOME LIGHTS INOP. REPAIRED FLOOR PROX EMERG ESCAPE PATH TRACK WIRING AND REPLACED F/C POWER SUPPLY MODULE, ALL OPN NOW NORMAL.									
3350 DALA	625DL 22915	BOEING 757232				BATTERY 20131A	DISCHARGED CABIN	4/23/98	DL757980876
F/C EMERGENCY TRACK LIGHTING INOP. REPLACED BATTERY PACK.									
3350 DALA	637DL 23760	BOEING 757232				BATTERY CHARGER BPS73	INOPERATIVE BS 985	3/14/98	DL757980574
DURING L/O CHECK, FOUND LT EMERGENCY OVERWING EXIT LIGHTS OUT. ALSO, FOUND FWD EXTERIOR LIGHT FOR OFF-WING OUT. REPLACED LT CHARGER FOR BATTERY PACK M10567 LOCATED ON PSU SPACER PANEL STA 985 LBL 49.									

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3350 AWXA	916AW 24291	BOEING 75723A				LIGHT	INOPERATIVE CABIN		12/26/97 AWXA9700708
	L2 DOOR EMERGENCY FLASHLIGHT INOP. REPLACED FLASHLIGHT.								
3350 NWAA	507US 23196	BOEING 757251				SIGN BPS73	INOPERATIVE CABIN		12/29/97 9724445507
	DURING LINE MAINTENANCE, FOUND THE EMERGENCY EXIT LIGHT AT DOOR 3L INOPERATIVE. REPLACED THE EPSU ABOVE DOOR 3L, OPERATIONAL CHECK OK.								
3350 NOCA	750NA 26277	BOEING 75728A				LAMP 767	FAILED CABIN		2/13/98 NOCA0598
	EXTERIOR EMERGENCY EXIT LIGHT INOPERATIVE AT DOOR R4. RELAMPED EXTERIOR EMERGENCY LIGHT AT DOOR R4. OPS CHECK NORMAL. (M)								
3350 NOCA	751NA 28164	BOEING 75728A				LAMP 767	FAILED CABIN		1/6/98 NOCA03/98
	EXTERIOR EMERGENCY LIGHT INOPERATIVE AT L4 DOOR. RELAMPED, CHECKED NORMAL ON TEST. (X)								
3350 NOCA	751NA 28164	BOEING 75728A				LAMP 767	FAILED 3L DOOR		12/18/97 NOCA12/97
	EXTERIOR EMERGENCY LIGHT AT DOOR 3L INOPERABLE. RE-LAMPED EXTERIOR EMERGENCY LIGHT AT DOOR 3L, OPS CHECKED OK. ITEM WAS FOUND DURING THE DAILY CHECK AT JFK. (X)								
3350 USAA	612AU 27124	BOEING 7572B7				LIGHT 873100151REV9	INOPERATIVE CABIN		12/9/97 USAABB97162
	LAX - FOUND FLOOR EMERGENCY LIGHT AT ROW 13 INOPERATIVE. MAINTENANCE REPLACED THE LIGHT ASSEMBLY. (M)								
3350 USAA	619AU 27198	BOEING 7572B7				BATTERIES 86210066	DISCHARGED CABIN		12/5/97 USAABB97160
	LAX - EMERGENCY FLOOR EXIT LIGHTS INOPERATIVE AT ROWS 1, 4, 13, 18, 23 AND 26. MAINTENANCE INSTALLED NEW BATTERY PACKS. (M)								
3350 USAA	627AU 27805	BOEING 7572B7				BATTERY 9221009	DISCHARGED CABIN		5/21/97 USAABB97056
	LAX - MAINTENANCE FOUND L-3 EMERGENCY IDENTIFIER LIGHT ASSEMBLY INOPERATIVE. REPLACED EXIT IDENTIFIER BATTERY. (M)								
3350 USAA	628AU 27806	BOEING 7572B7				BATTERY 86210066	DISCHARGED CABIN		12/11/97 USAABB97161
	LAX - EMERGENCY FLOOR LIGHT AT ROW 26 INOPERATIVE. MAINTENANCE REPLACED THE BATTERY. (M)								
3350 USAA	630AU 27808	BOEING 7572B7				BATTERY 9221009	DISCHARGED CABIN		3/31/98 USAABB98025
	LAX - R2 DOOR IDENTIFIER INOPERATIVE. MAINTENANCE REPLACED THE BATTERY. (M)								
3350 AWXA	909AW 24522	BOEING 7572G7				LENS 101070101	MISSING CABIN		11/12/97 AWXA9700709
	EMERGENCY LIGHT LENS COVER, ON OVERHEAD IN FIRST CLASS GALLEY, MISSING. PLACED ON OIL CONT NR 86900, PART NUMBER 844126.								
3350 AWXA	909AW 24522	BOEING 7572G7				LIGHT	INOPERATIVE CABIN		12/24/97 AWXA9700711
	SEAT EMERGENCY LIGHT AT 14C INOP. REPAIRED AND STOWED WIRING, OPS CHECKED NORMAL.								

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3350 AWXA	904AW 23566	BOEING 7572S7				LENS	MISSING CABIN		12/21/97 AWXA9700703
EMERGENCY LIGHT LENS ON BULL NOSE AT ROW 18R MISSING. REPLACED LENS.									
3350 AWXA	906AW 23568	BOEING 7572S7				WIRE	BROKEN CABIN		12/15/97 AWXA9700694
DURING ROUTINE MAINTENANCE CHECK, FOUND EMERGENCY FLOOR PATH LIGHT AT SEAT 7C INOP. REPAIRED BROKEN WIRE, OPS CHECK GOOD.									
5240 UALA	515UA 24840	BOEING 757222	PWA PW2037			MECHANISM	OUT OF ADJUST DOOR 2L		4/22/98 98UAL900156
DOOR 2L HARD TO OPEN ON ARRIVAL AT GATE.									
5270 UALA	525UA 24978	BOEING 757222	PWA PW2037			BULB	FAILED DOOR 2R		10/20/97 97UAL900785
DOOR 2R ARM LIGHT INOP. RELAMPED AND ARM FUNCTION CHECKED OK.									
5315 USAA	603AU 22198	BOEING 757225				FLOORBEAM	CORRODED BS 345	42456	2/14/98 USAA980069
CLT - DURING A CHECK VISUAL INSPECTION, FOUND A 217 INCH CORROSION ON FLOORBEAM UPPER CHORD FROM LBL 62 TO RBL 62 STATION 345. INSTALLED T-CAP PER REPAIR DOCUMENT SRM 53-00-51. (M)									
5315 USAA	603AU 22198	BOEING 757225				FLOORBEAM	CORROSION BS 365	42456	2/13/98 USAA980068
CLT - DURING A VISUAL CHECK INSPECTION, FOUND A 61.24 INCH OF CORROSION ON THE FLOORBEAM UPPER CHORD AT STATION 365 FROM BL 0 TO RBL 45.5. INSTALLED T-CAP PER REPAIR DOCUMENT SRM 53-00-51. (M)									
5315 USAA	603AU 22198	BOEING 757225				FLOORBEAM	CORROSION CABIN	42456	2/13/98 USAA980067
CLT - DURING A VISUAL CHECK INSPECTION, FOUND A 126 INCH AREA OF CORROSION ON UPPER CHORD OF FLOORBEAM 377 FROM RBL 10 TO LBL 62. REPAIRED T-CAP PER REPAIR DOCUMENT SRM 53-00-51 AND EA 61271. (M)									
5315 USAA	603AU 22198	BOEING 757225				FLOORBEAM 141N5150	CORROSION BS 324	42456	2/13/98 USAA980066
DURING A VISUAL CHECK INSPECTION, FOUND A 35 INCH AREA OF CORROSION ON FLOORBEAM UPPER CHORD AT STATION 324 FROM RBL 42 TO RBL 62. UPPER T-CAP REMOVED AND REPLACED BETWEEN LBL 6.0 TO RBL 70.0. REPAIR ANGLE INSTALLED PER EA 61274 AND SRM 51-70-12. (M)									
5315 USAA	618AU 22210	BOEING 757225				FLOORBEAM 141N51131	CORROSION BS 377.7	37365	2/17/98 USAA980065
CLT - DURING C-4 CHECK VISUAL INSPECTION, FOUND CORROSION 24 INCHES BY 1 INCH ON FLOORBEAM STATION 377.7 BL 0 TO LBL 24 UPPER FLANGE. REPAIR T-CAP PER REPAIR DOCUMENT SRM 53-00-51. (M)									
5315 USAA	618AU 22210	BOEING 757225				FLOORBEAM 141N51121	CORROSION BS 365	37365	2/17/98 USAA980064
CLT - DURING C-4 CHECK VISUAL INSPECTION, FOUND A 46 INCH BY 1 INCH CORROSION AREA ON FLOORBEAM STATION 365 BL 0 TO RBL 46 UPPER FLANGE. REPAIR T-CAP PER REPAIR DOCUMENT SRM 53-00-51. (M)									
5315 USAA	618AU 22210	BOEING 757225				FLOORBEAM 141N51111	CORROSION BS 345	37365	2/17/98 USAA980063
CLT - DURING C-4 CHECK VISUAL INSPECTION, FOUND A 46 INCH BY 1 INCH CORROSION AREA ON FLOORBEAM STATION 345 BL 0 TO RBL 46 UPPER FLANGE. REPAIR T-CAP PER REPAIR DOCUMENT SRM 53-00-51. (M)									

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5320 USAA	608AU 22204	BOEING 757225				WEB	CORROSION BS 1360-1380	39225	5/14/97 USAA970192
CLT - DURING C-3 CHECK VISUAL INSPECTION, FOUND CORROSION BETWEEN STRINGER 26R AND STRINGER 27R AT BS 1360/1380 WEB, CORROSION LEVEL 1. FABRICATED NEW WEB AND ATTACHED ANGLES. INSTALLED NEWLY FABRICATED PARTS PER REPAIR DOCUMENT SRM 51-00-00 (INSTALLATION). (M)									
5320 USAA	618AU 22210	BOEING 757225				CREASE BEAM BAC1515553	CORROSION BS 365-395	37365	2/17/98 USAA980061
CLT - DURING C-1 CHECK VISUAL INSPECTION, FOUND INTERCOSTAL CORROSION AT RBL 60 STATION 365-395 CREASE BEAM INNER CHORD. REPLACED ONE-THIRD CHORD PER REPAIR DOCUMENT SRM 53-10-51. (M)									
5320 USAA	618AU 22210	BOEING 757225				SILL BAC1515553	CORROSION BS 395-418		2/17/98 USAA980062
CLT - DURING C-1 CHECK VISUAL INSPECTION, FOUND CORROSION ON R1 DOOR LOWER SILL RBL 60 STATION 395-418. INSTALLED DOUBLER, REPAIR ACCOMPLISHED ON JL 45-53500-023 PER REPAIR DOCUMENT SRM 53-10-51. (M)									
5320 DALA	653DL 24393	BOEING 757232				SILL 143N852210	CORRODED C1 DOORWAY		12/1/97 DL757972503
CORROSION WAS FOUND ON THE C1 DOOR LWR SILL OUTBD CHORD. REPAIRED PER ERA 331050-14.									
5330 DALA	662DN 24991	BOEING 757232				SKIN 141N33313	LIGHTNING STRIKE BS 400		4/21/98 DL757980868
FUSELAGE/WINDOW BELT SKIN, LT, NR 1 WINDOW, STA 400. REPAIR FOR LIGHTNING STRIKES. THE LT WINDOW BELT SKIN AT STA 400 SUFFERED A LIGHTNING STRIKE ON THE FWD SIDE AND THE AFT SIDE OF THE NR 1 WINDOW CUTOUT. BOTH DAMAGED AREAS WERE CLEANED UP WITH .50 HOLES. ALUMINUM BUSHINGS WERE INSTALLED IN THE HOLES AND AN ALUMINUM DOUBLER WAS INSTALLED AROUND THE WINDOW PER ER/A 364571-14, REV B.									
5330 AWXA	904AW 23566	BOEING 7572S7				SKIN	CRACKED BS 405		3/14/98 AWXA9800109
DURING SCHEDULED C-5 INSPECTION, FOUND LOWER FUSELAGE SKIN CRACKED AT STA 405, STR 276 (LBL 14). FOUND BY HFEC. INSTALLED RIVET REPAIR PER SRM 53-00-01.									
5414 DALA	653DL 24393	BOEING 757232				SKIN 311N3450	CRACKED NR 1 STRUT		12/1/97 DL757972504
DURING INSPECTION OF A PREVIOUSLY ACCOMPLISHED REPAIR ON THE NR 1 ENGINE NACELLE STRUT SKIN AN ADDITIONAL CRACK WAS FOUND EMANATING FROM THE CUTOUT. REPAIRED PER ERA 331028-14.									
5753 CALA	17122 27564	BOEING 757224				SKIN	CRACKED RT TE FLAP		4/23/98 CALA9800692
INSPECTION FOUND A 1.3 CRACK ON NR 4 FLAP LOWER SURFACE OUTBOARD SECTION AND TWO EACH RIVETS POPPED ON UPPER SURFACE OF FLAP, RT WING. THE CRACK WAS STOP DRILLED. A DOUBLER WAS INSTALLED IAW ECRA 5750-02940.									
5754 DALA	686DA 27589	BOEING 757232				TE WEDGE 114N4004178A	DENTED NR 8 LE SLAT		4/22/98 DL757980870
WING RT, NR 8 SLAT, TRAILING EDGE WEDGE REPAIRED FOR DENT. THE TRAILING EDGE WEDGE ON THE RT WING NR 8 SLAT WAS FOUND WITH A 4 BY .875 BY .040 DEEP DENT. THE DAMAGED AREA WAS REPAIRED PER B757 SRM 57-43-02, FIG. 201. BECAUSE THE SLAT WEDGES ARE THE SUBJECT OF AD 91-22-51, ER/A 364600-14AD WAS ISSUED TO DOCUMENT THE REPAIR.									
7260 USAA	600AU 22192	BOEING 757225	RROYCE RB211535E4			GEARBOX M06622AA	FAILED LT ENGINE	27155	4/3/98 USAABB98026
ABQ - FLT 28 - EN ROUTE LAX-PIT, AT FL370 CREW NOTE LEFT ENGINE SPOOL DOWN, ACCOMPANIED BY EICAS MESSAGE 'L ENG LP PUMP'. FLIGHT DIVERTED TO ABQ AND LANDED WITH NO FURTHER INCIDENT. MAINTENANCE REPLACED THE LEFT ENGINE GEARBOX. (M)									

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7320 AALA *****	640A 24598	BOEING 757223	RROYCE RB211535E4			GOVERNOR FFG021BH	DEFECTIVE LT ENGINE		5/14/97 AALA970910
MCO - FLT 638 - DURING APPROACH TO MCO, LEFT ENGINE FLAMEOUT 500 FEET BEFORE LANDING. ACCOMPLISHED ABNORMAL PROCEDURES AND AIRCRAFT LANDED WITHOUT INCIDENT. REPLACED LEFT ENGINE FUEL FLOW GOVERNOR, TRANSIENT PRESSURE UNIT, BLEED VALVE CONTROL UNIT, IP BLEED VALVE, AND IP SOLENOID VALVE. ACCOMPLISHED GROUND ENGINE RUN WITH NO DEFECTS FOUND. SYSTEM LEAK AND GROUND CHECKED NORMAL OPERATION. (M)									
2120 UALA	610UA 21871	BOEING 767222	PWA JT9D7R4D			AIR DISRTIBUTION	ODOR CABIN		4/17/98 98UAL900151
STRONG ELECTRICAL SMELL IN CABIN AND FLIGHT DECK ON APPROACH. LANDED UNDER AMBER ALERT.									
2120 DALA	190DN 28447	BOEING 767332				AIR DISTRIBUYION	ODOR CABIN		4/25/98 DL76L980885
SHORTLY AFTER TAKEOFF, FLT ATTENDENT IN AFT CABIN REPORTED SMELL OF BURNING PLASTIC, ON DESCENT ODOR CHANGED TO OILY SMELL. SMELL ALSO NOTICED IN COCKPIT. CHECKED ALL C/B'S IN COCKPIT AND LOWER E/E. ALL OK, RAN PACKS AND RELATED EQUIPMENT FOR 4 HOURS. ALL OK. RAN BOTH ENGINES AT HIGH POWER, NO ODORS DETECTED. CHECKED APU INLET AND RAN APU, SYSTEM OK. A/C LATER DISPATCHED ON DOMESTIC FLIGHT, NO TROUBLES NOTED, NO ABNORMAL OIL USEAGE.									
2131 DALA	180DN 25985	BOEING 767332				CONTROLLER 211080116	FAILED NR 1/2		3/12/98 DL76L980566
DURING CLIMB PASSING 17,500 AUTO PRESSURE CONTROL 1 AND 2 FAILED. MANUAL CONTROL WAS ERRATIC PLUS AND MINUS 1000 FT PER MM. REPLACED OUTFLOW VALVE AND BOTH NR 1 AND NR 2 CABIN PRESSURE CONTROLLERS, SYSTEM CHECKS NORMAL.									
2421 AALA	338AA 22335	BOEING 767223				GENERATOR	FAILED RT ENGINE		2/18/98 AALA980354
RDU - FLT 0173 - RIGHT DRIVE CAME ON DURING CLIMB-OUT FL 280. DISCONNECT PROCEDURE WAS DONE IAW MANUAL. PLACARDED RIGHT ENGINE GENERATOR INOPERABLE PER MEL RF NR 24-1 AUTH 2-280DC-B. TRANSFERRED TO MIC SHEET. SERVICED BOTH IDGS AND APU OIL. GENERATOR DISCONNECTED. REMOVED AND REPLACED RIGHT ENGINE GENERATOR PER MM. OPS CHECKED AND LEAK CHECK GOOD. REMOVED MEL PLACARD 24-1 AUTH NR 2-28-0DC-B. CLEARED MIC SHEET. 33824FA00/1627.17FEB.RDU. (X)									
2421 AALA	386AA 27060	BOEING 767323				IDG	FAILED RIGHT		2/19/98 AALA980368
JFK - FLT 0016 - DURING CRUISE AT FL 370, RIGHT GENERATOR DRIVE LIGHT BEGAN FLICKERING. A FEW MINUTES LATER, THE GENERATOR DRIVE MESSAGE ON THE EICAS CAME ON AND CREW DISCONNECTED THE IDG PER PROCEDURES. REPLACED RT IDG, RAN NR 2 ENGINE. ALL PARAMETERS NORMAL. LEAK CHECK OK. OK FOR SERVICE. 386242DC4/2155.18FEB.JFK. (X)									
2422 TWAA	605TW 22568	BOEING 767231				INVERTER 7077603	WORN STANDBY		3/31/98 TWAA9804801
YQX - FLT 818 - BOTH FLIGHT MANAGEMENT COMPUTER SYSTEMS MALFUNCTIONED, STANDBY INSTRUCTIONS LIGHTING BECAME INOP, AND EICAS MESSAGE STANDBY INVERTER DISPLAYED. DIVERTED TO YQX. REPLACED THE STANDBY INVERTER AND K105. (M)									
2530 TWAA	601TW 22564	BOEING 767231				CART 888011	WORN GALLEY		4/5/98 TWAA9805102
JFK - FLT 841 - SERVING CART 343 POPPED NR 2 CIRCUIT BREAKER. THERE WAS SMELL OF BURNED ELECTRICAL WIRING IN OR NEAR CART. CREW DID NOT RESET CIRCUIT BREAKER. REPLACED CART. (M)									
2530 DALA	185DN 27961	BOEING 767332			828450405	OVEN	FAILED GALLEY		4/5/98 DL76L980739
F/C GALLEY LOWER OVEN HAD ELECTRICAL HEAT SMELL. OVEN TURNED OFF, SMELL DISSIPATED. REPLACED OVEN AND INSPECTED WIRING, CKS OK.									
2560 TWAA	607TW 22570	BOEING 767231				BATTERY PACK 582243	DISCHARGED CABIN		4/3/98 TWAA9805103
JFK - FLT 904 - DURING PREFLIGHT CHECK, THE NR 2 LEFT OVERWING SLIDE SQUIBB DID NOT TEST CORRECTLY. PLACARDEDPER MEL. THE NEXT DAY THE BATTERY PACK WAS REPLACED. (M)									

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2750 DALA	179DN 25144	BOEING 767332				SENSOR	MISWIRED TE FLAPS		2/3/98 DL76L980298
FLAP INDICATOR JUMPS FROM 0 TO 1/2 AND L/E SLAT ASYM CAUSING MSG ALONG WITH LEADING EDGE LIGHT. THIS HAPPENED SEVERAL TIMES ON DESCENT. L/E SLATS WERE VISUALLY CHECKED FLAPS WOULD NOT EXTEND NORMALLY OR VIA PRM PROC FOR ALT FLAP EXT. NO FLAP LANDING DONE AT ATL. REWIRED NR 12 O/B SENSOR (S294) AND NR 11 O/B SENSOR (S295) FROM SENSORS TO WING ROOT (D4628). SYSTEM OPS CHECKS GOOD.									
3260 UALA	663UA 27160	BOEING 767322	PWA PW4060			INDICATION	MALFUNCTIONED LANDING GEAR		4/21/98 98UAL900154
AFTER LANDING GEAR EXTENSION, EICAS GEAR DISAGREE AND TAIL SKID WARNINGS. GEAR AND TAIL SKID WARNING LIGHTS ILLUMINATED ON LANDING GEAR INDICATION PANEL BUT HAD ALL GEAR DOWN LIGHTS GREEN. RECYCLED LANDING GEAR AND GOT ALL NORMAL INDICATIONS WITH NO ABNORMAL EICAS OR GEAR WARNINGS.									
3350 AALA	322AA 22323	BOEING 767223				WIRE	BROKEN L1 DOOR		2/23/98 AALA980397
SFO - FLT 0041 - DURING MAINTENANCE, EMERGENCY EXIT SIGN AT L1 DOOR FOUND INOPERATIVE. REPAIRED EMERGENCY EXIT SIGN BROKEN WIRE AT L1 FLIGHT ATTENDANT SEAT. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 DALA	102DA 22214	BOEING 767232				POWER SUPPLY BPS73	INOPERATIVE CABIN		2/7/98 DL767980328
SECTIONS OF SEAT MOUNTED EMERGENCY LIGHTING INOP. FOUND ON PREFLIGHT. REPLACED POWER SUPPLY, SYSTEM CKS GOOD.									
3350 AALA	354AA 24035	BOEING 767323				CONNECTOR	DEFECTIVE CABIN		3/9/98 AALA980476
SFO - DURING OVERNIGHT MAINTENANCE, EMERGENCY EXIT LIGHT AT PAX SEAT 39B INOPERATIVE. REPLACED EMERGENCY EXIT LIGHT CONNECTOR AT PAX SEAT 39B. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	376AN 25445	BOEING 767323				LIGHT 0201820001	BROKEN FWD GALLEY		3/2/98 AALA980436
LHR - DURING MAINTENANCE, FORWARD GALLEY RIGHT ESCAPE PATH LIGHT BROKEN. REPLACED LAMP HOLDER AND EMERGENCY LIGHT COVER ASSEMBLY. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	379AA 25448	BOEING 767323			GRAYHILL	SWITCH 44MY232796	SHORTED L4 DOOR		2/24/98 AALA980403
LAX - DURING OVERNIGHT CHECK, CABIN EMERGENCY LIGHTS WOULD NOT ILLUMINATE. REPLACED SHORTED EMERGENCY LIGHT SWITCH AT L4 DOOR. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	388AA 27448	BOEING 767323				CABLE 0201922001	BROKEN CABIN		3/2/98 AALA980437
LHR - DURING MAINTENANCE, EMERGENCY PATH LIGHT AT SEAT 21B INOPERATIVE. REPLACED EMERGENCY PATH LIGHT CABLE ASSEMBLY AT SEAT 21B. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 DALA	116DL 23275	BOEING 767332				POWER SUPPLY BPS73	INOPERATIVE CABIN		4/25/98 DL76S980886
EMERGENCY EXIT IDENTIFIER LIGHTS AT L-2 AND R-2 INOP. REPLACED POWER SUPPLY, SYSTEM OPS GOOD.									
3350 IPXA	303UP 27241	BOEING 76734AF				LIGHT	INOPERATIVE CABIN		3/17/98 UPS98626134
INSPECTION TYPE-N/A, HALF OF THE LIGHTS ON EMER LIGHT PLATE INOP. RELAMPED EMER LIGHT PLATE PANEL.									

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5270 UALA	659UA 27114	BOEING 767322	PWA PW4060		ELDEC 834403	SENSOR	OUT OF ADJUST E/E DOOR		4/11/98 98UAL900144
TAKEOFF ABORTED AT 110 KNOTS. *S/D* E AND E COMPARTMENT DOOR WARNING ILLUMINATED. REPLACED AND ADJUSTED E AND E DOOR CLOSED SENSOR S201 PER MM, GROUND OPS CHECKS OK.									
5315 USAA	647US 23899	BOEING 767201				FLOORBEAM 141T511379	CORROSION BS 325	41917	2/17/98 USAA980060
CLT - DURING C-2 CHECK VISUAL INSPECTION, FOUND A CORRODED AREA AT FLOORBEAM BOARD 1 INCH BY 78 INCHES TOP SURFACE BETWEEN STATION 325 RBL 24-RBL 54. REPAIR T-CAP PER REPAIR DOCUMENT SRM 53-00-51 AND EA 61283. (M)									
5315 AALA	388AA 27448	BOEING 767323				FLOOR BEAM	CORRODED BS 799		12/12/97 AALA974098
AFW - FOUND AND BLENDED OUT CORROSION ON THE UPPER SURFACE AT THE MAIN CABIN FLOOR BEAM. THE BLEND-OUT EXCEEDS SRM MAX LIMITS. ROTOPEENED AND REFINISHED BLEACHED AREA. FILLED BLENDOUTS WITH BM 5-95 SEALANT AS NECESSARY. APPROVED FOR CONTINUED SERVICE WITH NOTED CONDITION BY ENGINEERING PER MRB 767-1548. TST: 13,573.08 HOURS. CYCLES: 2,177. (X)									
5320 AALA	315AA 22317	BOEING 767223				FITTING	CORRODED BS 632		1/6/98 AALA984007
AFW - FRAME SPLICE FITTING AT STA 632 RBL 48 HAD GOUGE BLENDED BEYOND SRM LIMITS. REPAIRED IAW MRB 767-1553. TST: 4,172 HOURS. CYCLES: 673. (X)									
5320 AALA	320AA 22321	BOEING 767223				SILL	CORRODED BS 542		3/27/98 AALA984062
AFW - FOUND AND BLENDED CORROSION ON THE OUER CHORD OF THE FWD CARGO DOOR LOWER SILL. THE BLENDOUT IS ON THE UPPER SURFACE OF THE OUTBOARD LOWER FLANGE OF THE CHORD. THE BLEND OUT EXCEEDS SRM LIMITS. REFINISHED THE BLENDOUT PER SRM. APPROVED FOR CONTINUED SERVICE WITH NOTED CONDITION BY ENGINEERING PER MRB767-1587. (M)									
5330 AALA	320AA 22321	BOEING 767223				SKIN	LIGHTNING STRIKE BS 440		3/27/98 AALA984059
AFW - FOUND AND BLENDED OUT AN ARE OF LIGHTNING STRIKE DAMAGE ON THE EXTERNAL FUSELAGE SKIN. THE BLENDOUT EXCEEDS SRM LIMITS. NDT CHECKED BLENDED AREA. NO CRACKS INDICATED. REFINISHED PER SRM. APPROVED FOR CONTINUED SERVICE BY ENGINEERING PER MRB 767-1589. (M)									
5330 DALA	101DA 22213	BOEING 767232				SKIN 146T32212	CORRODED BS 1202		12/1/97 DL767972513
THE FUSELAGE SKIN AT BS 1202, STR 39R WAS FOUND CORRODED. THE CUTOUT IS APPROX 5.5 X 1.75 IN THE SKIN. REPAIRED PER ERA 331052-14.									
5330 DALA	108DL 22220	BOEING 767232				SKIN 146T35311	DENTED BS 1351		2/10/98 DL767980380
THE FUSELAGE SKIN WAS BADLY DENTED AT FS 1351 NEAR STRINGER 31R (JUST AFT OF THE C2 DOOR CUTOUT). THE UNDERLYING FRAME WAS ALSO DENTED. THE DAMAGED FRAME WAS REPAIRED PER THE B767 SRM 71-70-11. THE DENTED SKIN WAS CUTOUT AND REPAIRED WITH AN ALUMINUM DOUBLER AND TRIPLER PER ER/A 363959-14, REV A.									
5330 DALA	135DL 25145	BOEING 767332				SKIN	TORN BS 1197-1307		3/31/98 DL76S980747
THE FUSELAGE SKIN AT FS 1197+110 WAS BADLY DAMAGED BY AN IMPACT FROM GROUND EQUIPMENT. THE SKIN WAS CUTOUT BETWEEN STR 35R AND 39L RESULTING IN A 15.5 X 19.5 CUTOUT. THE DAMAGED SKIN WAS REPAIRED WITH AN EXTERNAL DOUBLER INSTALLED PER ER/A 364390-14, REV A.									
5730 AALA	317AA 22319	BOEING 767223				SKIN	CORRODED WS 234		3/16/98 AALA984049
AFW - FOUND CORROSION ON LEFT WING UPPER SKIN PANEL LANDING. BLENDED OUT CORROSION, ALODINED AND PRIMED AREA PER MM INSTRUCTIONS. (M)									

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5743 AALA	323AA 22324	BOEING 767223				TRUNNION	CORRODED LT MLG		3/30/98 AALA984058
AFW - FOUND SMALL AREA OF CORROSION IN THE LT MLG SUPPORT BEAM AFT TRUNNION BEARING BORE. REMOVED PITTING AND GOUGING BY BLENDING THE AREA. (M)									
5754 DALA	109DL 22221	BOEING 767232				WEDGE	DENTED NR 7 LE SLAT		3/13/98 DL767980581
THE RT WING NR 7 SLAT WAS FOUND WITH A 5 X 2.5 X .025 DENT ON THE LOWER SURFACE THE TRAILING EDGE WEDGE. THE DENT WAS REPAIRED PER THE B767 SRM 57-43-02 AND DOCUMENTED PER ER/A364235-14AD.									
5754 DALA	172DN 24775	BOEING 767332				WEDGE	GOUGED NR 7 LE SLAT		3/13/98 DL76L980582
THE LT WING NR 7 SLAT TRAILING EDGE WEDGE WAS FOUND WITH A 1INCH LONG GOUGE THROUGH THE LOWER SKIN. THE DAMAGE WAS REPAIRED PER THE B767 SRM 57-43-02 AND DOCUMENTED PER ER/A 364249-14AD.									
7200 TWAA	605TW 22568	BOEING 767231	PWA JT9D7R4D			ENGINE	SURGED LEFT		6/20/97 TWAA9771002
DTW - FLT 5046 - DURING CRUISE, LEFT ENGINE SURGED AT CONSTANT THRUST. CHECKED INLET AND EXHAUST, CHIP DETECTORS AND BLEED SCREENS. OPERATIONAL CHECK NORMAL. (M)									
7200 TWAA	605TW 22568	BOEING 767231	PWA JT9D7R4D			ENGINE	FAILED NR 1		6/20/97 TWAA9770002
JFK - FLT 841 - DURING CRUISE, NR 1 ENGINE LOW PRESSURE LIGHT ILLUMINATED. CHANGED ENGINE. OPERATIONAL CHECK NORMAL. (M)									
7200 TWAA	610TW 22573	BOEING 767231	PWA JT9D7R4D			ENGINE	SURGED RIGHT		6/20/97 TWAA9771001
DTW - FLT 720 - DURING CRUISE, RIGHT ENGINE SURGED WHILE IN TURBULENCE. INSPECTED INLET AND EXHAUST AND 3.5 BLEED VALVE. ALSO, CHECKED 5TH, 6TH, AND 7TH IVG UNISON RING VANE AND ARMS, ALL FOUND NORMAL. REMOVED AND REPLACED MAIN OIL SCREEN FOUND CLEAN. OPERATIONAL CHECKS NORMAL. (M)									
7320 DALA	128DL 24078	BOEING 767332	GE CF680A2			FUEL LINE	LOOSE NR 1 ENGINE	24239	2/8/98 DL76S980333
***** ON DESCENT AT FL200 WITH ENGINE ANTI-ICE TURNED ON AND AUTO THROTTLES ENGAGED RT ENGINE ADV TO FULL POWER AND LT ENGINE REMAINED AT IDLE. N1 COMMAND BUG SHOWED FULL POWER REQUESTED ENGINE STAYED AT IDLE. MAINT FOUND FUEL LINE CONN AT FUEL FLOW METER LOOSE AND LEAKING. REINSTALLED MOUNT BOLTS AND SAFETIED PER M/M. MOTORED ENG NO FURTHER LEAKS RAN ENG PER PFHB IND NORM.									
5101 UALA	786UA 26938	BOEING 777222				STRUCTURE	VIBRATION AIRFRAME		4/7/98 98UAL900141
AIRCRAFT HAD AIRFRAME VIBRATION AT FL220, 320K IAS. FLIGHT RETURNED TO MAI AND LANDED OVER WEIGHT.									
5270 UALA	770UA 26925	BOEING 777222	PWA PW4077			WARNING LIGHT	ACTIVATED CARGO DOOR		3/11/98 98UAL900113
CREW ABORTED TAKEOFF DUE TO FORWARD CARGO DOOR WARNING LIGHT CAME ON. ABORTED TAKEOFF AT 90 KNOTS.									
8520 OVEA	87147 402B1003	CESSNA 402B	CONT TSIO520E			BUSHING 639193	FAILED CRANKSHAFT		1/17/97 97ZZZM670
FLT 131 - TCM TEARDOWN REPORT FOUND COUNTERWEIGHT BUSHING IN CRANKSHAFT CHECK, NR 2 LEADING EDGE, CRACKED AND BROKE UP AFTER ROTATING IN THE BUSHING BORE. THE COUNTERWEIGHT PIN BROKE THOUGH THE PLATE AND SNAP RING AND THEN ESCAPED FROM THE COUNTERWEIGHT. ALL DAMAGE TO THE ENGINE WAS THE RESULT OF THE BUSHING FAILURE WHICH ALLOWED THE PIN TO ESCAPE AND DAMAGE THE CRANKCASE, CAMSHAFT AND NR 2 CONNECTING ROD BOLTS. (M)									
8530 HYIA	6875D 402C0511	CESSNA 402C	CONT TSIO520UB			VALVE SPRING 631521	BROKEN ENGINE INTAKE	1100	2/10/98 98ZZZX989
RIGHT ENGINE RUNNING ROUGH. FOUND 8 OF 12 VALVE SPRINGS BROKEN. REMOVED AND REPLACED ALL VALVE SPRINGS.									

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8530 HYIA	6875D 402C0511	CESSNA 402C	CONT TSIO520UB			VALVE SPRING 637837	BROKEN ENGINE EXHAUST	1100	2/10/98 98ZZZX988
RIGHT ENGINE RUNNING ROUGH. FOUND 8 OF 12 VALVE SPRINGS BROKEN. REMOVED AND REPLACED ALL VALVE SPRINGS.									
2611 COMA	982CA 7168	CNDAIR CL6002B19				SMOKE DETECTOR 473052	MALFUNCTION CARGO COMPT		3/14/98 COMA9860057
CARGO SMOKE WARNING DURING FLIGHT. REPLACED CARGO SMOKE DETECTOR.									
2612 COMA	918CA 7018	CNDAIR CL6002B19				FIRE LOOP 21804100	DEFECTIVE LT PYLON		4/24/98 COMA9860088
LEFT 14TH STAGE BLEED DUCT WARNING MESSAGE ILLUMINATED DURING CRUISE FLIGHT AND WOULD NOT EXTINGUISH WITH REDUCED POWER. LEFT ENGINE WAS SHUTDOWN AND AIRCRAFT DIVERTED TO CMH. REPLACED THE LEFT ENGINE 14TH STAGE FIRE DETECTION LOOP.									
2613 COMA	929CA 7035	CNDAIR CL6002B19				OVERHEAT ELEMENT 356024310	FAILED LT PYLON		1/18/98 COMA9860018
LEFT 14TH STAGE DUCT LEAK MESSAGE. REPLACED THE LEFT HAND ENGINE PYLON BLEED LEAK SENSING ELEMENT.									
2613 COMA	929CA 7035	CNDAIR CL6002B19				ELEMENT 356024310	FALSE WARN LT PYLON		1/17/98 COMA9860015
ANTI-ICE DUCT LEAK WARNING MESSAGE. REPLACED THE LEFT ENGINE PYLON SENSING ELEMENT.									
2751 COMA	931CA 7037	CNDAIR CL6002B19				FAIL MESSAGE	ACTIVATED TE FLAPS		3/12/98 COMA9860060
FLAPS FAIL CAUTION MESSAGE DURING LANDING APPROACH. COULD NOT DUPLICATE DISCREPANCY. FLAPS FUNCTIONAL NORMALLY.									
3230 COMA	931CA 7037	CNDAIR CL6002B19				BRACKET 16215103	BENT NLG WOW SWITCH		1/17/98 COMA9860016
NLG DID NOT RETRACT. REPLACED BENT WEIGHT ON WHEELS PROXIMITY SENSOR BRACKET.									
3230 COMA	947CA 7077	CNDAIR CL6002B19				VALVE 4622	MALFUNCTION NLG		1/18/98 COMA9860017
NLG DID NOT RETRACT. REPLACED THE NLG PRIORITY VALVE.									
3230 COMA	971CA 7145	CNDAIR CL6002B19				GEAR PIN	NOT REMOVED NLG		3/16/98 COMA9860061
NLG WILL NOT RETRACT. REMOVED NLG, DOWN LOCK SAFETY PIN.									
3230 COMA	989CA 7215	CNDAIR CL6002B19				PSEU 864806	MALFUNCTION AVIONICS		3/12/98 COMA9860059
LANDING GEAR DID NOT EXTEND WHEN SELECTED DOWN FOR LANDING. MANUAL RELEASE SYSTEM USED TO EXTEND GEAR. REPLACED THE PSEU.									
3230 COMA	991CA 7216	CNDAIR CL6002B19				PINS G601R1011031	NOT REMOVED MLG		4/24/98 COMA9860089
LANDING GEAR WOULD NOT RETRACT DURING CLIMB OUT, AIRCRAFT RETURNED TO THE FIELD. REMOVED GEAR DOWN LOCK PINS FROM MLG.									
3250 COMA	912CA 7011	CNDAIR CL6002B19				HARNES 17300231	DEFECTIVE NLG		2/2/98 COMA9860033
NOSE WHEEL STEERING INOP. REPLACED THE NLG STEERING HARNESS.									

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3260 COMA	918CA 7018	CNDAIR CL6002B19				TARGET FITTING 600332101	MISSING NLG DOOR		1/30/98 COMA9860035
DURING GEAR RETRACTION NOSE DOOR LIGHT CAME ON. REPLACED RIGHT HAND NLG DOOR FITTING ASSY.									
3350 COMA	912CA 7011	CNDAIR CL6002B19				LIGHT 64643	INOPERATIVE CABIN		3/15/98 COMA9860056
EMERGENCY FLOOR LIGHTING FRONT HALF OF CABIN IS INOPERABLE. REPLACED LIGHT STRIP ROWS 2 THRU 5.									
3350 COMA	914CA 7012	CNDAIR CL6002B19				BATTERY 20131A	DISCHARGED CABIN	9838	12/28/97 COMA9760261
EMERGENCY FLOOR PATH LIGHTING FROM ROW 8 AFT IS INOP. REPLACED EMERGENCY LIGHTS BATTERY.									
3350 COMA	932CA 7038	CNDAIR CL6002B19				COVER 58728	CRACKED CABIN		4/19/98 COMA9860085
A 24 AND 48 MONTH INSPECTION. THE AFT 3 FOOT SECTION OF EMERGENCY FLOOR PATH LIGHTING, TRACK COVER IS CRACKED. REPLACED TRACK COVER.									
3350 COMA	945CA 7069	CNDAIR CL6002B19				LIGHT 64645	DIM CABIN		2/1/98 COMA9860032
EMERGENCY FLOOR LIGHTING IS DIM, AFT CABIN AREA. REPLACED AFT TRACK LIGHT ASSY.									
3350 MASA	17156 7156	CNDAIR CL6002B19				BULB 1317	FAILED SERVICE DOOR		1/16/98 MASA98023
DURING NIGHT MAINTENANCE, FOUND EMERGENCY LIGHT AFT OF SERVICE DOOR WOULD NOT ILLUMINATE. MAINTENANCE REMOVED AND REPLACED THE BULB. (M)									
3350 MASA	17156 7156	CNDAIR CL6002B19				LIGHT BM10006002	FAILED CABIN		9/14/97 MASA97284
DURING NIGHT MAINTENANCE, THE LT FORWARD EXTERNAL EMERGENCY LIGHT WOULD NOT ILLUMINATE. MAINTENANCE REMOVED AND REPLACED THE EMERGENCY LIGHT ASSEMBLY. (M)									
3417 COMA	960CA 7117	CNDAIR CL6002B19				ADC 8220372115	MALFUNCTION NR 2	9373 130	2/2/98 COMA9860034
COPILOTS AIRSPEED INDICATION IS ERRATIC. REPLACED THE NR 2 ADC.									
4990 COMA	946CA 7072	CNDAIR CL6002B19				OIL COOLER 1603662	FAILED APU		1/30/98 COMA9860031
APU OIL TEMP CAUTION INDICATION. REPLACED THE OIL COOLER.									
5101 SWIA	407SW 7034	CNDAIR CL6002B19	GE CF343A1			STRUCTURE	LIGHTNING STRIKE AIRFRAME		4/4/98 SWIA971157
DURING DEPARTURE CLIMB, INCURRED A LIGHTNING STRIKE. RETURNED TO AIRPORT. COMPLIED WITH LIGHTING INSPECTION AT MAINTENANCE BASE.									
5210 COMA	924CA 7026	CNDAIR CL6002B19				LATCH MECHANISM	CONTAMINATED PAX DOOR		1/30/98 COMA9860029
CABIN DOOR OUTER HANDLE CAUTION MESSAGE AFTER TAKEOFF. REMOVED EXCESS GREASE FROM LATCH MECHANISM.									
5270 COMA	966CA 7132	CNDAIR CL6002B19				WARNING	ACTIVATED PAX DOOR		1/30/98 COMA9860030
CABIN DOOR WARNING AT 17,000 FT. INSPECTED CABIN DOOR AND FOUND NO DEFECTS.									

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5320 COMA	960CA 7117	CNDAIR CL6002B19				RIVET MS20426ADS	BURNED BS 333	4932	4/25/98 COMA9860087
DURING LIGHTNING STRIKE INSPECTION, FOUND A DEEP BURN ON AIRCRAFT BELLY AT FUSELAGE STATION 333.00. UPON FURTHER INVESTIGATION, FOUND BURN TO BE IN A RIVET HEAD. REMOVED THE RIVET AND INSTALLED A NEW ONE IN ACCORDANCE WITH CANADAIR STRUCTURAL REPAIR MANUAL CHAPTER 51-42-06.									
5347 COMA	932CA 7038	CNDAIR CL6002B19				SEAT TRACK 601R3103215	CORRODED BS 349		4/19/98 COMA9860086
A 24 AND 48 MONTH INSPECTION. LEFT FORWARD FLOOR SEAT RAIL IS CORRODED FS 349 AND 409+32. REPLACED SEAT RAIL.									
5610 COMA	946CA 7072	CNDAIR CL6002B19				WINDSHIELD NP1393221	SHATTERED LT COCKPIT	4501	1/16/98 COMA9860019
PILOTS SIDE WINDSHIELD SHATTERED. REPLACED WINDOW.									
5710 COMA	937CA 7044	CNDAIR CL6002B19				WING EXTENSION 601R108001	DAMAGED WS 353		3/9/98 COMA9860058
DURING AIRCRAFT DE-ICING, GROUND EQUIPMENT STRUCK THE LEFT HAND OUTBOARD WING. REPLACED THE LEFT HAND WING EXTENSION ASSY FROM WS 353 OUTBOARD.									
7714 VTZA	621BR 7186	CNDAIR CL6002B16				CONNECTOR	DIRTY NR 1 ENGINE		1/5/98 VTZA98003
IAD/BNA - FLT 6704 - DURING CRUISE AT 1755 HRS ON 1-5-98, AIRCRAFT MADE AN UNSCHEDULED LANDING DUE TO NR 1 ENGINE N2 INDICATION WENT TO ZERO. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND CLEANED ALTERNATOR CANNON PLUG, OPS CHECK OK. AIRCRAFT RELEASED AND APPROVED FOR RETURN TO SERVICE. (X)									
2420 MALA	826MA 330	DHAV DHC8102				CONNECTOR	CONTAMINATED NR 1 AC GEN		12/29/97 MALA975839
INFLIGHT THE NR 1 AC GENERATOR CAUTION LIGHT ILLUMINATED. PERFORMED QRH, CYCLED SWITCH ONCE AND NR 1 AC GENERATOR REMAINS ILLUMINATED. AIRCRAFT RETURNED TO DTW. MAINTENANCE FOUND NR 1 AC GENERATOR CANNON PLUG TO BE CONTAMINATED, CLEANED OUT CONTAMINATION THOROUGHLY. INSPECTED PLUG, NO OTHER DEFECTS NOTED, RESECURED PLUG. GROUND RAN ENGINE, OPS CHECK OF NR 1 AC GENERATOR SYSTEM GOOD.									
2422 MALA	824MA 327	DHAV DHC8102				INVERTER DH103024600C	FAILED LT COCKPIT		4/26/98 MALA976108
DURING FLIGHT, THE PRIMARY INVERTER CIRCUIT BREAKER POPPED. CREW RAN QRH ITEMS, RESET CIRCUIT BREAKER PER MAINTENANCE CONTROL, CIRCUIT BREAKER IMMEDIATELY POPPED AGAIN. AIRCRAFT RETURNED TO MSP. MAINTENANCE REPLACED THE PRIMARY INVERTER. OPS CHECK GOOD.									
2612 MALA	861MA 362	DHAV DHC8102				FIRE LOOP	MALFUNCTIONED APU		1/29/98 MALA975944
DURING POSTFLIGHT TAXI, AUTO SHUTDOWN OF APU, THE FIRE DETECTION LIGHT CAME ON. MAINTENANCE OPENED APU BAY, INSPECTED FOR OVERHEAT OR FIRE, NONE FOUND. APU FIRE DETECTION SYSTEM DEFERRED AS PER MEL 26-60.									
2750 PCAA	811AW 201	DHAV DHC8102				CONNECTOR	CORRODED TE FLAPS		1/8/98 PCAA980687
DURING CLIMB-OUT FROM LGA, THE FLAP DRIVE CAUTION LIGHT ILLUMINATED. A/C RETURNED TO FIELD. MAINTENANCE TROUBLESHOT SYSTEM. FOUND MOISTURE AT 2752-P4 TORQUE SENSOR CANNON PLUG CLEANED. ALSO, FOUND SLIGHT CORRSION AT 2752-P5. REPLACED CANNON PLUG. A/C RETURNED TO SERVICE. (M)									
2750 MALA	846MA 344	DHAV DHC8102				CABLE 745583A	FAILED RT TE FLAP		2/8/98 MALA975977
AFTER DEPARTURE, FLAP DRIVE FAULT LIGHT ILLUMINATED AND FLAPS STUCK A 5 DEGREES. AIRCRAFT DIVERTED TO MSP. MAINTENANCE REPLACED THE RIGHT SECONDARY FLAP DRIVE CABLES AND NR 1 STANDBY HYDRAULIC PUMP (P/N 731840), (S/N MX-519012). ALL CHECKS GOOD.									

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2910 MALA	831MA 339	DHAV DHC8102				O-RING	LEAKING NR 1 HYD LINE		4/22/98 MALA976106
DURING CRUISE FLIGHT, THE NR 1 HYDRAULIC QUANTITY VERY LOW. EMERGENCY LANDING IN MBS WITH QUANTITY INDICATING NEAR ZERO. LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED O-RING ON PRESSURE SUPPLY LINE NIPPLE FITTING. ALL CHECKS GOOD.									
2913 MALA	827MA 331	DHAV DHC8102				HYDRAULIC PUMP 570347	FAILED LEFT		5/10/97 MALA975404
AFTER DEPARTURE FROM CWA, RAISED LANDING GEAR, THE NR 2 HYDRAULIC PUMP, NR 2 RUDDER HYDRAULIC, RUDDER PRESSURE AND RUDDER FULL PRESS CAUTION LIGHTS CAME ON. AIRCRAFT RETURNED TO CWA. MAINTENANCE REPLACED NR 2 HYDRAULIC PUMP AND BLEED SYSTEM. ALL CHECKS GOOD. (M)									
3230 PCAA	821EX 173	DHAV DHC8102				PSEU	FAILED LANDING GEAR		1/19/98 PCAA9800694
EN ROUTE TO PHL, UPON SELECTING THE LANDING GEAR DOWN THE GEAR DID NOT EXTEND. CAUTION LIGHT ILLUMINATED MOMENTARILY THEN EXTINGUISHED. THE CONTROL CIRCUIT BREAKER POPPED. AN ALTERNATE EXTENSION WAS PERFORMED AND THE A/C LANDED SAFELY. MAINTENANCE TROUBLESHOT SYSTEM, INSPECTED WIRING AT SELECTOR VALVES, CHECKED INTEGRITY OF DIODED CR1, CR2 AT THE NR 1 RELAY PANEL, ALL CHECKED GOOD. REPLACED RELAYS 3261K5, 3261K6, 3261K7, AND PSEU. CYCLED GEAR SEVERAL TIMES. NO DEFECTS NOTED. A/C RETURNED TO SERVICE. (M)									
3230 PCAA	815EX 321	DHAV DHC8102				PSEU	MALFUNCTIONED LANDING		1/22/98 PCAA9800701
UPON APPROACH INTO PHL, THE LANDING GEAR DID NOT EXTEND WHEN SELECTED DOWN. CREW PERFORMED GO AROUND AND THEN GEAR EXTENDED NORMALLY. MAINTENANCE TROUBLESHOT SYSTEM, COULD NOT DUPLICATE PROBLEM. REMOVED AND REPLACED PSEU AS A PRECAUTION. A/C RETURNED TO SERVICE. (M)									
3234 PCAA	819EX 016	DHAV DHC8102				SELECTOR VALVE 574205	FAILED LANDING GEAR		1/21/98 PCAA9800700
UPON APPROACH INTO ROC, THE LANDING GEAR WOULD NOT EXTEND NORMALLY. ALTERNATE EXTENSION PERFORMED, LANDED A/C WITHOUT INCIDENT. MAINTENANCE TROUBLESHOT SYSTEM, FOUND THE LANDING GEAR SELECTOR VALVE AT FAULT. REMOVED AND REPLACED IAW DHC MAINTENANCE PROCEDURES. A/C RETURNED TO SERVICE. (M)									
3234 PCAA	808EX 299	DHAV DHC8102				SELECTOR VALVE 574205	FAILED LANDING GEAR		1/4/98 PCAA9800677
UPON APPROACH INTO BTW, THE LANDING GEAR WOULD NOT EXTEND NORMALLY. ALTERNATE GEAR EXTENSION PERFORMED. MAINTENANCE TROUBLESHOT SYSTEM. FOUND THE LANDING GEAR SELECTOR VALVE AT FAULT. REMOVED AND REPLACED VALVE IAW DHC MANUAL, SYSTEM OPERATIONALLY CHECKED GOOD. A/C RETURNED TO SERVICE. (M)									
3260 QXEA	830PH 314	DHAV DHC8102				INDICATION	MALFUNCTIONED LANDING GEAR		2/13/98 QXEA9800066
ATTEMPTED NORMAL GEAR EXTENSION GOT THREE RED LIGHTS ONLY. ATTEMPTED SECOND EXTENSION AND GOT SAME INDICATION. PERFORMED ALTERNATE GEAR EXTENSION AND GOT THREE GREEN. LANDED NORMALLY. MAINTENANCE INSPECTED LANDING GEAR, NO DISCREPANCIES NOTED. PERFORMED INSPECTION OF PSEU AND RACK, NO DISCREPANCIES NOTED. PERFORMED BITE TEST, NO DISCREPANCIES NOTED. AIRCRAFT WAS TEST FLOWN, TEST FLIGHT SATISFACTORY. NO PARTS REPLACED.									
3350 PCAA	820EX 019	DHAV DHC8102				LIGHT 10005511	INOPERATIVE COCKPIT		1/21/98 PCAA9800705
COCKPIT OVERHEAD PORTABLE EMERGENCY LIGHT DOES NOT ILLUMINATE. REMOVED AND REPLACED COCKPIT OVERHEAD PORTABLE EMERGENCY LIGHT ASSEMBLY WITH SERVICEABLE UNIT. OPERATIONAL TEST NORMAL. A/C RETURNED TO SERVICE. (M)									
3350 PCAA	820EX 019	DHAV DHC8102				BULB	FAILED COCKPIT		1/7/98 PCAA9800684
COCKPIT PORTABLE EMERGENCY LIGHT INOPERATIVE. REMOVED AND REPLACED BULB. OPERATIONAL TEST NORMAL. A/C RETURNED TO SERVICE. (M)									

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3350 PCAA	829EX 146	DHAV DHC8102				LIGHT 10005511	FAILED COCKPIT		1/4/98 PCAA9800682
COCKPIT PORTABLE EMERGENCY LIGHT INOPERATIVE. REMOVED AND REPLACED COCKPIT PORTABLE EMERGENCY LIGHT ASSEMBLY WITH SERVICEABLE UNIT. OPERATIONAL TEST NORMAL. A/C RETURNED TO SERVICE. (M)									
3350 QXEA	824PH 157	DHAV DHC8102			GRIMES 82410191011	POWER SUPPLY 6038441	INOPERATIVE CABIN		4/6/98 QXEA9800470
FORWARD 2 EMERGENCY FLOOR LIGHTS INOP. THE POWER SUPPLY AT 3352 PS 2 WAS REMOVED AND REPLACED, OPERATIONAL CHECK IS GOOD.									
3350 PCAA	821EX 173	DHAV DHC8102				BULB	FAILED CABIN		1/3/98 PCAA9800681
ONE LIGHT INOPERATIVE IN FLOOR EMERGENCY PROXIMITY LIGHTING SYSTEM. REMOVED AND REPLACED BULB. OPERATIONAL TEST NORMAL. A/C RETURNED TO SERVICE. (M)									
3350 PCAA	817EX 191	DHAV DHC8102				BULB	FAILED CABIN		1/24/98 PCAA9800704
ONE LIGHT INOPERATIVE IN FLOOR EMERGENCY PROXIMITY LIGHTING SYSTEM. REMOVED AND REPLACED BULB. OPERATIONAL TEST NORMAL. A/C RETURNED TO SERVICE. (M)									
3350 PCAA	811AW 201	DHAV DHC8102				BULB	FAILED CABIN		1/16/98 PCAA9800696
ONE LIGHT INOPERATIVE IN FLOOR EMERGENCY PROXIMITY LIGHTING SYSTEM. REMOVED AND REPLACED BULB. OPERATIONAL TEST NORMAL. A/C RETURNED TO SERVICE. (M)									
3350 PCAA	811AW 201	DHAV DHC8102				BULB	FAILED CABIN		1/26/98 PCAA9800708
OVERHEAD EMERGENCY LIGHT AT ROW FIVE INOPERATIVE. REMOVED AND REPLACED BULB. OPERATIONAL TEST NORMAL. A/C RETURNED TO SERVICE. (M)									
3350 PCAA	838EX 220	DHAV DHC8102				BATTERY 6104781	DISCHARGED CABIN		1/19/98 PCAA9800697
FORWARD AIRSTAIR DOOR EMERGENCY EGRESS LIGHT INOPERATIVE. REMOVED AND REPLACED NR 1 EMERGENCY LIGHT BATTERY. OPERATIONAL TEST NORMAL. A/C RETURNED TO SERVICE. (M)									
3350 PCAA	813AW 247	DHAV DHC8102				BULB	FAILED CABIN		1/23/98 PCAA9800702
ONE LIGHT INOPERATIVE IN FLOOR EMERGENCY PROXIMITY LIGHTING SYSTEM. REMOVED AND REPLACED BULB. OPERATIONAL TEST NORMAL. A/C RETURNED TO SERVICE. (M)									
3350 PCAA	813AW 247	DHAV DHC8102				BULB	FAILED CABIN		1/13/98 PCAA9800690
FORWARD CABIN EMERGENCY SIGN HAS ONE INOPERATIVE BULB. REMOVED AND REPLACED BULB. OPERATIONAL TEST NORMAL. A/C RETURNED TO SERVICE. (M)									
3350 PCAA	813AW 247	DHAV DHC8102				BULB	FAILED CABIN		1/6/98 PCAA9800683
THREE LIGHTS INOPERATIVE IN FLOOR EMERGENCY PROXIMITY LIGHTING SYSTEM. REMOVED AND REPLACED BULBS. OPERATIONAL TEST NORMAL. A/C RETURNED TO SERVICE. (M)									
3350 MALA	819MA 251	DHAV DHC8102				LAMP 1013173	FAILED CABIN		6/21/97 MALA975476
DURING INSPECTION, THREE EMERGENCY FLOOR TRACK LIGHTS WERE FOUND INOP. MAINTENANCE RELAMPED. OPS CHECK GOOD. (M)									
3350 MALA	819MA 251	DHAV DHC8102				BULB 3071BPEGPL	FAILED CABIN		6/19/97 MALA975473
DURING INSPECTION, RIGHT FORWARD EMERGENCY EXIT WALL LIGHT HAS THREE BULBS INOP. MAINTENANCE RELAMPED. OPS CHECK GOOD. (M)									

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3350 PCAA	EICHP 258	DHAV DHC8102				BULB	FAILED CABIN		1/25/98 PCAA9800706
TWO LIGHTS INOPERATIVE IN FLOOR EMERGENCY PROXIMITY LIGHTING SYSTEM. REMOVED AND REPLACED ONE BULB AND REPLACED ONE LIGHT SOCKET. OPERATIONAL TEST NORMAL. A/C RETURNED TO SERVICE. (M)									
3350 PCAA	EICHP 258	DHAV DHC8102				WIRE	FAILED CABIN		1/18/98 PCAA9800698
ONE LIGHT INOPERATIVE IN FLOOR EMERGENCY PROXIMITY LIGHTING SYSTEM. REPAIRED OPEN CIRCUIT IN FLOOR EMERGENCY PROXIMITY LIGHT SYSTEM WIRING. A/C RETURNED TO SERVICE. (M)									
3350 PCAA	833EX 282	DHAV DHC8102				LIGHT 10005511	FAILED COCKPIT		1/6/98 PCAA9800686
COCKPIT PORTABLE EMERGENCY LIGHT COMES ON IN FLIGHT. REMOVED AND REPLACED COCKPIT PORTABLE EMERGENCY LIGHT ASSEMBLY WITH SERVICEABLE UNIT. OPERATIONAL TEST NORMAL. A/C RETURNED TO SERVICE. (M)									
3350 PCAA	808EX 299	DHAV DHC8102				BULB	FAILED CABIN		1/16/98 PCAA9800695
LIGHT IN FLIGHT ATTENDANT EMERGENCY LIGHT SWITCH IS INOPERATIVE. REMOVED AND REPLACED BULB. OPERATIONAL TEST NORMAL. A/C RETURNED TO SERVICE. (M)									
3350 PCAA	809EX 302	DHAV DHC8102				WIRING	FAILED CABIN		1/8/98 PCAA9800688
FORWARD CENTER AISLE CABIN FLOOR EMERGENCY PROXIMITY LIGHTS INOPERATIVE. REPAIRED FORWARD CENTER AISLE FLOOR EMERGENCY PROXIMITY LIGHTING SYSTEM WIRING. OPERATIONAL TEST NORMAL. A/C RETURNED TO SERVICE. (M)									
3350 PCAA	812EX 312	DHAV DHC8102				BATTERY 6104789	DISCHARGED CABIN		1/1/98 PCAA9800679
BOTH CABIN CEILING AND LEFT AFT EXTERIOR EMERGENCY LIGHTS INOPERATIVE FROM FLIGHT ATTENDANTS SWITCH. REMOVED AND REPLACED BATTERY PACK AT POSITION 3351-P3. OPERATIONAL TEST NORMAL. A/C RETURNED TO SERVICE. (M)									
3350 PCAA	814EX 318	DHAV DHC8102				CONNECTOR	LOOSE CABIN		1/10/98 PCAA9800689
FORWARD RED EMERGENCY FLOOR PROXIMITY SYSTEM LIGHTS INOPERATIVE. SECURED UNDERFLOOR CONNECTOR. OPERATIONAL TEST NORMAL. A/C RETURNED TO SERVICE. (M)									
3350 PCAA	815EX 321	DHAV DHC8102				BULB	FAILED CABIN		1/22/98 PCAA9800703
EMERGENCY LIGHT SWITCH AT FLIGHT ATTENDANT PANEL HAS INDICATOR LIGHT INOPERATIVE. REMOVED AND REPLACED BULB. OPERATIONAL TEST NORMAL. A/C RETURNED TO SERVICE. (M)									
3350 MALA	822MA 326	DHAV DHC8102				BULB OL3071BPE	FAILED CABIN		12/24/97 MALA975830
DURING INSPECTION, ONE SIDE WALL EMERGENCY LIGHT INOP. MAINTENANCE RELAMPED SIDE WALL LIGHT, ALL CHECKS GOOD.									
3350 MALA	822MA 326	DHAV DHC8102				MODULE 1013073	INOPERATIVE CABIN		12/29/97 MALA975840
DURING INSPECTION, ONE FLOOR TRACK LIGHT INOP. MAINTENANCE RELAMPED FLOOR TRACK LIGHT, ALL CHECKS GOOD.									
3350 MALA	824MA 327	DHAV DHC8102				BATTERY PACK 6104789	DISCHARGED CABIN		3/29/98 MALA976073
DURING INSPECTION, EMERGENCY FLOOR TRACK LIGHTING IS INOP. MAINTENANCE REPLACED 6 EMERGENCY LIGHT BATTERY PACKS, OPS CHECK GOOD.									

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3350 MALA	824MA 327	DHAV DHC8102				SIGN 10126071	FAILED CABIN		12/29/97 MALA975841
DURING INSPECTION, EXIT LIGHT AT ROW 4 INOP. MAINTENANCE REPLACED EXIT SIGN, ALL CHECKS GOOD.									
3350 MALA	826MA 330	DHAV DHC8102				BULB LP010	FAILED CABIN		2/12/98 MALA975980
DURING INSPECTION, EMERGENCY EXIT LIGHT INOP AT FORWARD EMERGENCY DOOR EXIT. MAINTENANCE RELAMPED, OPS CHECK GOOD.									
3350 MALA	826MA 330	DHAV DHC8102				LAMP MS25231316	FAILED CABIN		2/2/98 MALA975932
DURING INSPECTION, EMERGENCY LIGHTS AT ROWS 1 AND 4 INOP. MAINTENANCE RELAMPED EMERGENCY LIGHTS, OPS CHECK GOOD.									
3350 MALA	827MA 331	DHAV DHC8102				MODULE 1013073	INOPERATIVE CABIN		12/27/97 MALA975835
DURING INSPECTION, 2 EMERGENCY FLOOR TRACK LIGHTS INOP. MAINTENANCE RELAMPED EMERGENCY FLOOR TRACK LIGHTING, ALL CHECKS GOOD.									
3350 MALA	827MA 331	DHAV DHC8102				LENS 10126271	MISSING CABIN		2/2/98 MALA975931
DURING INSPECTION, EMERGENCY EXIT SIGN MISSING IN CABIN FROM LOWER WALL PANEL AT SEAT 4A. MAINTENANCE REPLACED LENS COVER AT SEAT 4A, OPS CHECK GOOD.									
3350 MALA	827MA 331	DHAV DHC8102				LIGHT 10126271	BROKEN CABIN		2/1/98 MALA975930
DURING INSPECTION, 1E CABIN SIDEWALL EMERGENCY EXIT LIGHT IS BROKEN. MAINTENANCE REPLACED THE EMERGENCY LIGHT ASSEMBLY, OPS CHECK GOOD.									
3350 MALA	827MA 331	DHAV DHC8102				BULB	FAILED CABIN		2/1/98 MALA975943
DURING INSPECTION, EMERGENCY LIGHTING INOP. MAINTENACE RELAMPED EMERGENCY LIGHTING, ALL CHECKS GOOD.									
3350 MALA	830MA 337	DHAV DHC8102				LAMP 1013073	FAILED CABIN		2/2/98 MALA975929
DURING INSPECTION, ONE FLOOR TRACK LIGHT INOP. MAINTENANCE RELAMPED FLOOR TRACK LIGHT, ALL CHECKS GOOD.									
3350 MALA	831MA 339	DHAV DHC8102				BULB OL3071BPEGPL	FAILED CABIN		2/14/98 MALA975978
DURING INSPECTION, EMERGENCY EXIT LIGHT INOP. MAINTENANCE RELAMPED, OPS CHECK GOOD.									
3350 MALA	831MA 339	DHAV DHC8102				BULB 1317	FAILED CABIN		2/1/98 MALA975928
DURING INSPECTION, EMERGENCY LIGHTS IN ROW 3 AND 6 INOP. MAINTENANCE RELAMPED EMERGENCY LIGHTS, ALL CHECKS GOOD.									
3350 MALA	832MA 341	DHAV DHC8102				MODULE 1013075	INOPERATIVE CABIN		12/27/97 MALA975834
DURING INSPECTION, ONE RED FLOOR TRACK LIGHT INOP. MAINTENANCE RELAMPED LIGHT MODULE, ALL CHECKS GOOD.									
3350 MALA	853MA 353	DHAV DHC8102				CONNECTOR	LOOSE CABIN		5/10/97 MALA975397
DURING INSPECTION, ROW 6 D, E EMERGENCY EXIT LIGHT IDENTIFIER WAS FOUND TO BE INOP. MAINTENANCE FOUND LOOSE LAMP CONNECTOR. RESECURED CONNECTOR. OPS CHECK GOOD. (M)									

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3350 MALA	861MA 362	DHAV DHC8102				LAMP 1013075	FAILED CABIN		5/9/97 MALA975395
DURING INSPECTION, ROW 1, ONE RED EMERGENCY FLOOR TRACK LIGHT WAS FOUND TO BE INOP. MAINTENANCE RELAMPED. ALL CHECKS GOOD. (M)									
3350 MALA	861MA 362	DHAV DHC8102				BULB OL3071BPEGPL	FAILED CABIN		12/27/97 MALA975836
DURING INSPECTION, EMERGENCY EXIT SIGN AT SEAT 4A INOP. MAINTENANCE RELAMPED EMERGENCY EXIT AT 4A, ALL CHECKS GOOD.									
3350 MALA	861MA 362	DHAV DHC8102				LAMP 1013073	FAILED CABIN		1/28/98 MALA975927
DURING INSPECTION, ONE FLOOR TRACK EMERGENCY LIGHTING INOP. MAINTENANCE RELAMPED FLOOR TRACK LIGHT, OPS CHECK GOOD.									
3350 MALA	864MA 363	DHAV DHC8102				MODULE 1013079	INOPERATIVE CABIN		12/28/97 MALA975837
DURING INSPECTION, FLOOR TRACK RED LIGHT INOP AT ROW 4. MAINTENANCE REPLACED LAMP MODULE, OPS CHECK GOOD.									
3350 MALA	864MA 363	DHAV DHC8102				SIGN	LOOSE CABIN		2/2/98 MALA975926
DURING INSPECTION, FOUND EMERGENCY EXIT SIGN HAD FALLEN. MAINTENANCE RESECURED EMERGENCY EXIT SIGN, ALL CHECKS GOOD.									
3350 PCAA	824EX 387	DHAV DHC8102				BULB	FAILED CABIN		1/13/98 PCAA9800692
RIGHT AFT EXTERIOR EMERGENCY EGRESS LIGHT INOPERATIVE. REMOVED AND REPLACED BULB. OPERATIONAL TEST NORMAL. A/C RETURNED TO SERVICE. (M)									
3350 PCAA	824EX 387	DHAV DHC8102				BULB	FAILED CABIN		1/13/98 PCAA9800691
LEFT AFT EXTERIOR EMERGENCY EGRESS LIGHT INOPERATIVE. REMOVED AND REPLACED BULB. OPERATIONAL TEST NORMAL. A/C RETURNED TO SERVICE. (M)									
3350 PCAA	826EX 389	DHAV DHC8102				BULB	FAILED CABIN		1/14/98 PCAA9800693
ONE LIGHT INOPERATIVE IN FLOOR EMERGENCY IN FLOOR EMERGENCY PROXIMITY LIGHTING SYSTEM. REMOVED AND REPLACED BULB. OPERATIONAL TEST NORMAL. A/C RETURNED TO SERVICE. (M)									
3350 MASA	434YV 434	DHAV DHC8202				BULB AML91LA5	FAILED CABIN		2/22/98 MASA98036
DURING ROUTINE LINE CHECK INSPECTION, THE F/A EMERGENCY LIGHT SWITCH WOULD NOT ILLUMINATE. MAINTENANCE REMOVED AND REPLACED THE SWITCH BULB. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
3350 MASA	434YV 434	DHAV DHC8202				BULB MS252313H	FAILED CABIN		2/22/98 MASA98035
DURING ROUTINE LINE INSPECTION, THE NR 2 OVERHEAD EMERGENCY LIGHT WOULD NOT ILLUMINATE. MAINTENANCE REMOVED AND REPLACED THE BULB, AIRCRAFT WAS RETURNED TO SERVICE. (M)									
3350 MASA	436YV 436	DHAV DHC8202				LAMP GE1619	FAILED CABIN		2/11/98 MASA98026
FLT 7529 - DRO-DEN - UPON ARRIVAL IN DEN, CREW NOTICED LEFT FORWARD EMERGENCY EXIT LIGHT INOP. MAINTENANCE RESET LAMP, OPS CHECK GOOD. AIRCRAFT WAS RETURNED TO SERVICE. (M)									

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3350 MASA	437YV 437	DHAV DHC8202				POWER SUPPLY 6038443	FAILED CABIN		2/18/98 MASA98030
FLT 7592 - DEN-GJT - DURING DEN PREFLIGHT CHECK, PILOT NOTICED TWO FLOOR TRACK LIGHTS WERE INOP. MAINTENANCE REMOVED AND REPLACED THE BATTERIES AND TRACK LIGHTING STRIP. OPS CHECK GOOD. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
3350 MASA	437YV 437	DHAV DHC8202				LIGHT 6519035	FAILED CABIN		2/18/98 98ZZM329
FLT 7592 - DEN-GJT - DURING DEN PREFLIGHT CHECK, PILOT NOTICED TWO FLOOR TRACK LIGHTS WERE INOP. MAINTENANCE REMOVED AND REPLACED THE BATTERIES AND TRACK LIGHTING STRIP. OPS CHECK GOOD. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
3350 MASA	446YV 446	DHAV DHC8202				BULB OL3071BPEGPL	FAILED CABIN		3/24/98 MASA98062
DURING A ROUTINE INSPECTION, MAINTENANCE PERSONNEL FOUND THE LEFT OVERHEAD EMERGENCY EXIT SIGN WAS DIM. MAINTENANCE REMOVED AND REPLACED BURNED OUT BULBS. OPS CHECK GOOD. (M)									
3350 MASA	446YV 446	DHAV DHC8202			6519035	BULB OL3071BPEGPL	FAILED CABIN		12/26/97 MASA97276
DURING ROUTINE MAINTENANCE, FOUND ONE CABIN FLOOR TRACK LIGHT BULB WOULD NOT ILLUMINATE. MAINTENANCE REMOVED AND REPLACED THE BULB. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. (X)									
3350 MASA	447YV 447	DHAV DHC8202				BULB MS25231316	FAILED CABIN		2/19/98 MASA98034
DURING LINE CHECK INSPECTION, MAINTENANCE FOUND THE AFT CENTER AISLE EMERGENCY EXIT LIGHT WOULD NOT ILLUMINATE. REMOVED AND REPLACED THE BULB IN THE LIGH ASSY, OPS CHECK GOOD. (M)									
3350 MASA	447YV 447	DHAV DHC8202				BULB OL3071BPEGPL	FAILED CABIN		2/19/98 MASA98033
DURING LINE CHECK INSPECTION, MAINTENANCE FOUND THE CENTER AISLE EMERGENCY EXIT SIGN WAS DIM. REMOVED AND REPLACED BURNED OUT LIGHT BULBS, OPS CHECK GOOD. (M)									
3350 MASA	449YV 449	DHAV DHC8202				BULB MS25237327	FAILED COCKPIT		2/17/98 MASA98029
FLT 7622 - HDN-DEN - IN DEN, CREW REPORTED THE PORTABLE EMERGENCY LIGHT WAS INOP. MAINTENANCE REMOVED AND REPLACED THE BULB. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
3350 MASA	456YV 456	DHAV DHC8202				LIGHT 10005511	FAILED COCKPIT		2/10/98 MASA98025
DURING MAINTENANCE INSPECTION, PORTABLE EMERGENCY LIGHT STAYED ILLUMINATED AFTER TESTING. MAINTENANCE REPLACED THE PORTABLE EMERGENCY LIGHT ASSEMBLY. (M)									
3442 MALA	817MA 249	DHAV DHC8102				WEATHER RADAR 071131900	FAILED FWD FUSELAGE		5/11/97 MALA975401
AFTER TAKEOFF, THE WEATHER RADAR WAS FOUND TO BE INOP. AIRCRAFT RETURNED TO DTW. MAINTENANCE REMOVED AND REPLACED WEATHER RADAR. OPS CHECK GOOD. (M)									
5210 MASA	436YV 436	DHAV DHC8202				CABLE 85210127051	OUT OF ADJUST CABIN DOOR		1/14/98 MASA98009
FLT 7573 - GCC-SHR- AIRCRAFT LANDED IN SHR AND THE CREW HAD TROUBLE OPENING THE AIRSTAIR DOOR. MAINTENANCE LUBED CABLES AND PULLEYS. OPS CHECK GOOD, AIRCRAFT WAS RETURNED TO SERVICE. (M)									

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5210 MASA	436YV 436	DHAV DHC8202				CABLE 85210181101	WORN PAX DOOR		1/20/98 MASA98011
FLT 7561 - SHR-DEN - UPON ARRIVAL IN DEN, THE AIRSTAIR DOOR WOULD NOT OPEN DUE TO THE CABLE BINDING. MAINTENANCE REMOVED AND REPLACED THE DOOR CABLE. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
5280 QXEA	840PH 74	DHAV DHC8102				BUSHINGS 85420006001	WORN MLG DOOR	12755 2289	1/17/98 QXEA9800032
NR 1 FORWARD MAIN LANDING GEAR DOOR REMAINED OPEN 3 DURING FLIGHT. DOOR IS LOOSE ON THE GROUND. MAINTENANCE FOUND FORWARD LANDING DOOR BUSHINGS WORN. REPLACED DOOR. EXTENSION AND RETRACTION CHECK GOOD.									
5610 PCAA	EICBJ 215	DHAV DHC8102				WINDOW 17180003	CRACKED LT COCKPIT		1/20/98 PCAA9800699
DURING CRUISE FLIGHT EN ROUTE TO ALB, THE CAPTAIN'S SIDE WINDOW CRACKED. A/C LANDED WITHOUT INCIDENT. REMOVED AND REPLACED LEFT SIDE WINDOW IAW DHC MM. A/C RETURNED TO SERVICE. (M)									
7200 SABA	881CC 294	DHAV DHC8102	PWA PW120			ENGINE	FAILED NR 1		11/2/97 SABA970039
GSP - FLT 5211 - PILOT REPORTED ON FLIGHT FROM GSP TO CLT, SMOKE IN COCKPIT. SUSPECTED FROM ENGINE BLEED AIR SYSTEM. AIRCRAFT DIVERTED BACK TO GSP. AIRCREW DID NOT DECLARE AN EMERGENCY, LANDED AT GSP WITH NO PROBLEMS. MAINTENANCE CREW DISPATCHED FROM CLT TO GREENVILLE AIRPORT. MAINTENANCE CREW FOUND INTERNAL PROBLEMS WITH LEFT ENGINE. LEFT ENGINE CHANGE NOW IN PROGRESS. (M)									
7261 MALA	827MA 331	DHAV DHC8102	PWA PW120A			OIL SYSTEM	REQ'D SERVICE NR 1 ENGINE		6/21/97 MALA975477
FLT 2913 - AFTER TAKEOFF, NR 1 ENGINE OIL PRESSURE WARNING LIGHT ILLUMINATED. OIL PRESSURE GAUGE FLUCTUATED AND THEN RETURNED TO NORMAL. RETURNED TO AZO. MAINTENANCE SERVICED LEFT ENGINE OIL WITH TWO QUARTS. RAN AIRCRAFT. ALL ENGINE PARAMETERS ARE NORMAL. AIRCRAFT RETURNED TO SERVICE. (M)									
2210 VNAA	432JS 3045	DORNER DO328100	PWA PW119B	HARTZL HDE6C3B		PANEL 7015327901	FAILED COCKPIT	48452 6604	3/14/98 VNAA9803016
WHEN ELECTRICAL POWER WAS APPLIED TO THE AIRCRAFT, THE CREW NOTICED A TRICKLE OF SMOKE COMING FROM THE FLIGHT GUIDANCE CONTROL PANEL. THE CREW REMOVED ELECTRICAL POWER FROM THE AIRCRAFT. MAINTENANCE INSPECTED AND REPLACED THE FLIGHT GUIDANCE CONTROL PANEL IN ACCORDANCE WITH DORNIER MAINTENANCE MANUAL 22-11-00. OPERATION CHECKS WERE COMPLETED.									
2730 VNAA	436JS 3052	DORNER DO328100	PWA PW119B	HARTZL HDE6C3B		CONNECTOR	DIRTY STICK PUSHER		2/16/98 VNAA9802013
DURING THE TAKEOFF ROLL, A STICK PUSHER FAIL WARNING MESSAGE OCCURED. THE TAKEOFF WAS ABORTED, AND THE AIRCRAFT RETURNED TO THE GATE. MAINTENANCE CLEANED AND INSPECTED THE STICK PUSHER CANNON PLUG AND PERFORMED OPERATIONAL CHECKS IN ACCORDANCE WITH DORNIER MAINTENANCE MANUAL 27-33-00.									
3240 VNAA	438JS 3056	DORNER DO328100	PWA PW119B	HARTZL HDE6C3B		METERING UNIT AC69963	FAILED RT MLG BRAKES	59092 811	3/26/98 VNAA9803032
THE RIGHT HAND BRAKE PEDALS ON THE PILOT AND FIRST OFFICERS POSITIONS, PULSATED WHEN BRAKES WERE COMMANDED. THE AIRCRAFT RETURNED TO THE GATE. MAINTENANCE INSPECTED AND REPLACED THE BRAKE METERING UNIT IN ACCORDANCE WITH DORNIER MAINTENANCE MANUAL 32-42-03. OPERATION AND LEAK CHECKS WERE COMPLETED.									
3241 VNAA	432JS 3045	DORNER DO328100	PWA PW119B	HARTZL HDE6C3B		CONNECTOR	DIRTY ANTI-SKID VALVE		3/6/98 VNAA9803009
A ANTI-SKID FAIL WARNING MESSAGE ILLUMINATED, ON THE TAXI OUT PRIOR TO TAKEOFF. THE AIRCRAFT RETURNED TO THE GATE. MAINTENANCE INSPECTED AND CLEANED THE ANTI-SKID VALVE CANNON PLUG IN ACCORDANCE WITH DORNIER MAINTENANCE MANUAL 32-42-03. OPERATION CHECKS WERE SATISFACTORY.									

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5610 VNAA	426JS 3038	DORNER DO328100	PWA PW119B	HARTZL HDE6C3B		WINDOW 001A561A0000207	CRACKED RT COCKPIT	2149	1/31/98 VNAA9801016
DURING CRUISE, A COCKPIT RIGHT HAND SIDE WINDOW HEAT FAIL WARNING MESSAGE ILLUMINATED. THE AIRCRAFT RETURNED TO THE FIELD. MAINTENANCE INSPECTED THE WINDOW AND IT WAS NOTED TO HAVE A CRACK. MAINTENANCE REPLACED THE COCKPIT RIGHT SIDE WINDOW IN ACCORDANCE WITH DORNIER MAINTENANCE MANUAL 56-12-00. OPERATION CHECKS WERE COMPLETED, AND THE AIRCRAFT WAS RETURNED TO SERVICE.									
5610 EQGA	340PH 3064	DORNER DO328100				WINDOW 001A561A0000207	DELAMINATED RT COCKPIT	2413	1/3/98 98ZZZX787
DFW/ASE - FLT 175 - APPROXIMATELY 10-15 MINUTES AFTER TAKEOFF FROM DFW, COPILOT'S SIDE WINDOW BEGAN TO DELAMINATE. CAPTAIN CONTACTED DISPATCH AND MAINTENANCE CONTROL AND WAS ADVISED TO RETURN TO DFW. AIRCRAFT WAS RETURNED TO DFW WITHOUT INCIDENT. UPON INSPECTION, MAINTENANCE IDENTIFIED SMALL AREA OF DELAMINATION ON COPILOT'S SIDE WINDOW. DELAMINATION WAS DETERMINED TO BE WITHIN THE LIMITATIONS ESTABLISHED IN DORNIER MM 56-12-00. DELAMINATED WINDOW WAS ENTERED IN MAINTENANCE CARRY OVER WITH DAILY INSPECTION AND AIRCRAFT RELEASED TO SERVICE. PART TOTAL CYCLES 2667.									
6120 VNAA	430JS 3044	DORNER DO328100	PWA PW119B	HARTZL HDE6C3B		CONNECTOR	DIRTY RT PROP		4/16/98 VNAA9804019
DURING THE TAXI FOR TAKEOFF, THE RIGHT HAND PROPELLER OVERSPEED TEST, FAILED TO OPERATE WHEN SELECTED. THE AIRCRAFT RETURNED TO THE GATE. MAINTENANCE CLEANED AND INSPECTED THE RIGHT HAND PROPELLER OVERSPEED GOVERNOR CANNON PLUG. OPERATIONAL CHECKS WERE COMPLIED WITH IN ACCORDANCE WITH DORNIER MAINTENANCE MANUAL 71-01-00.									
2170 SCNA	572SC 46977	DOUG DC1010				COALESCER BAG	CONTAMINATED NR 1 PACK		1/5/98 SCNA98027
WHILE WARMING THE COCKPIT TEMPERATURE ZONE TWO HAZY FOG POURED IN VENTS THROUGHOUT THE AIRCRAFT. FOUND NUMBER ONE PACK WATER SEPARATOR DIFFERENTIAL PRESSURE INDICATOR POPPED. RESET INDICATOR AND REPLACED WATER SEPARATOR BAG PER MAINTENANCE MANUAL CHAPTER 215100.									
2216 NWAA	229NW 46551	DOUG DC1030				COMPUTER 37570217	FAILED E/E COMPT	8525	4/24/98 9807611229
AFTER DEPARTING, THE NR 1 AUTO PILOT OR ATS WOULD NOT ENGAGE. NR 2 AUTO PILOT WOULD ENGAGE BUT WOULD NOT TRIM. FLIGHT RETURNED TO AMS AND LANDED WITHOUT INCIDENT. REPLACED AUTO PITCH TRIM COMPUTER AND ACCELEROMETER, OPERATIONAL CHECK NORMAL.									
2420 NWAA	225NW 46582	DOUG DC1030				CONTROL 976J86217	FAILED NR 1 GENERATOR	269 100	4/25/98 9807591225
NR 1 GENERATOR OFF LIGHT ILLUMINATED AND NR 1 GENERATOR DROPPED OFF LINE. ON TAKEOFF ROLL, THE NR 1 GENERATOR OFF LIGHT ILLUMINATED AGAIN. RETURNED TO THE GATE. MAINTENANCE REPLACED THE NR 1 GENERATOR CONTROL, OPERATIONAL CHECK NORMAL.									
2450 FDEA	049FE 47803	DOUG DC1010F				CABLE	SHORTED BS 1800		4/17/98 98FDEA00275
SNRM NR N01247, AFT ENGINE INLET DUCT ACCESS PANEL NR 364GR POWER FEEDER CABLES SHORTED AT ADEL CLAMP CENTER FRAME. SPLICED NEW CABLE 3X3 BO CAL FWD OF PRESSURE BULKHEAD, STA 1880 (SPLICED IN MAIN CABLE) PER MM 20-10-03. OPS CK ON ENG RUN CK'D NORMAL PER JRH 8-2.									
2450 NWAA	156US 46765	DOUG DC1040				RCCB	INOPERATIVE CABIN		4/26/98 9807601156
DURING CRUISE, LOST GROUND SERVICE BUS, VIDEO SYSTEM BECAME INOPERATIVE AND ALSO TOILETS. WATER QUANTITY INDICATED ZERO AND WATER PRESSURE INDICATED LOW. FLIGHT DIVERTED TO BOS AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED RCCB BI-339, OPERATIONAL CHECK NORMAL.									
2530 AALA	131AA 46994	DOUG DC1010				TRACK	CORRODED GALLEY		2/15/98 AALA980338
TUL - CORROSION ON LT SLIDING DOOR FORWARD TRACK AT STA 879. REMOVED CORRODED PIECE, FABRICATED NEW AND INSTALLED IAW SRM 51-10-00-01 AND 51-01-00-05 OF AARD 53-00-01 SRM. TST: 60,422.53 HOURS. CYCLES: 20,166. (X)									

***** DENOTES SIGNIFICANT OCCURRENCE

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2530 AALA	131AA 46994	DOUG DC1010				TRACK	CORRODED GALLEY		2/15/98 AALA980339
TUL - REMOVED CORRODED GALLEY TRACK SECTION, FABRICATED NEW PIECE, AND INSTALLED IAW 51-10-00-01 AND 51-01-00-05 OF AARD CHAPT 51 OF SRM. TST: 60,422.53 HOURS. CYCLES: 20,166. (X)									
2550 AALA	131AA 46994	DOUG DC1010				SIDE RAIL	CORRODED BS 1063-1102		2/7/98 AALA980292
TUL - RIGHT PALLET SIDE RAIL HAS CORROSION FROM STA 1063 TO STA 1102. INSTALLED/SPLICED IN FABRICATED PIECE PER SRM 51-00-00. TST: 60,422.53 HOURS. CYCLES: 20,166. (X)									
2550 AALA	131AA 46994	DOUG DC1010				SPROCKET BOX	CORRODED BS 1781		2/5/98 AALA980262
TUL - RIGHT LOAD SYSTEM SPROCKET BOX HAS CORROSION AROUND NUT PLATES AND FITTING LOCATED ABOVE STR 47R. DRILLED OUT HOLES, INSTALLED NEW SPROCKET BOX PER 51-21-02 AND 51-01-00-01. TST: 60,422.53 HOURS. CYCLES: 20,166. (X)									
2565 CALA	15069 46584	DOUG DC1030				SLIDE 5WD260100211	LOW PRESSURE L2 DOOR	1692	8/19/97 CALA9701231
INSPECTION FOUND THE L-2 DOOR EMERGENCY SLIDE PACK PRESSURE LIGHT ILLUMINATED. THE L-2 DOOR SLIDE WAS REMOVED AND REPLACED.									
2611 SCNA	151SY 48295	DOUG DC1015				SMOKE DETECTOR	MALFUNCTIONED LAVATORY		4/2/98 SCNA98031
TWO PASSENGERS WERE CAUGHT SMOKING IN THE LAVATORIES AND THE SMOKE DETECTORS FAILED TO GO OFF. ALL LAVATORY SMOKE DETECTORS SUBJECTED TO LIVE SMOKE TEST WITH NO FAULT FOUND. SMOKE DETECTORS INSPECTED FOR TAMPERING AND NO DEFECTS NOTED.									
2910 FDEA	306FE 48298	DOUG DC1030F				HOSE ASSY 500134160356	BROKEN NR 2 ENGINE		3/31/98 98FDEA00227
APPROXIMATELY 20 MIN INTO FLIGHT, NR 2 HYD QUANTITY AND PRESSURE WENT TO ZERO. ENGINE RAN APPROXIMATELY 55 MINUTES BEFORE SHUTING DOWN. T/S FOUND NR 2 ENG FIRE-RESISTANT HOSE ASSY BROKEN. REPLACED NEW HOSE ASSY AND REPLACED BOTH ENG DRIVE PUMP AND FILTERS CHECKED, NO CONTAMINATION. REPLACED FILTERS AND LEAK CHK BY ENG RAN NML PER M/M 29-11-02-2, 29-12-0 2-2 ENG RAN BY 136501, 252482.									
3233 CALA	37078 46926	DOUG DC1030				ACTUATOR ACG74015001	DAMAGED NLG	87216	12/26/97 CALA9701799
A LOUD CLUNK WAS HEARD IN COCKPIT AREA ON GEAR RETRACTION, FOLLOWED BY UNSAFE NOSE GEAR INDICATION. FUEL WAS DUMPED AND THE AIRCRAFT WAS RETURNED TO LGW WHERE IT LANDED WITHOUT INCIDENT. MAINTENANCE FOUND THE NOSE GEAR RETRACT ACTUATOR ROD END, GROUND SENSE CABLE SUPPORT AND MECHANISM BRACKET, AND NOSE GEAR RETRACTION LUG ON UPPER SECTION OF STRUT DAMAGED. ALL THE DAMAGED COMPONENTS WERE REMOVED AND REPLACED. THE NOSE GEAR STEERING WAS RIGGED IAW MM 32-50-00, PAGE 501-503. A GROUND SENSE RIG WAS COMPLIED WITH IAW MM 32-24-01. A GEAR SWING WAS PERFORMED AND OPERATION CHECKED GOOD.									
3234 FDEA	302FE 46801	DOUG DC1030F				GEAR HANDLE	LACK OF LUBE COCKPIT		4/7/98 98FDEA00257
LANDING GEAR HANDLE WAS PLACED IN DOWN POS. ALL 8 LANDING GEAR POSITION INDICATORS STAYED RED. RECYCLED LANDING GEAR HANDLE, NO HELP. RED TAB PROCEDURE FOLLOWED. ATL LANDING GEAR EXTENSION HANDLE WAS PULLED. ALL 8 GEAR POSITION INDICATORS WENT GREEN. CLEANED AND LUBED HANDLE ASSY PER M/M 32-31-02-7. FOUND PUSH PULL CABLES OUT OF ADJ. RIGGED CABLES PER MM 32-31-02-2, OPS CKS GOOD.									
3350 HALA	152AA 46707	DOUG DC1010				POWER PACK	INOPERATIVE CABIN		2/2/98 HALA9800030
HNL - FLT 9 - EMERGENCY LIGHT TEST FAIL, INOP. EMERGENCY LIGHT PANEL FAIL ON OVERWING LIGHT. REMOVED AND REPLACED EMERGENCY LIGHTS POWER PACK AT 3R AND 3L DOORS. OPS CHECK OK, OK FOR SERVICE. (M)									
3350 NWAA	148US 46757	DOUG DC1040				POWER SUPPLY	INOPERATIVE CABIN		2/14/98 9802721148
DURING LINE CHECK, FOUND EMERGENCY ESCAPE PATH LIGHTS INOPERATIVE FROM DOOR 2 TO DOOR 3. REPLACED POWER SUPPLY AND BATTERY, OPERATIONAL CHECK OK.									

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3417 NWAA	161US 46770	DOUG DC1040				CADC	FAILED NR 1		3/14/98 9804391161
ON TAKEOFF ROLL, CAPTAIN'S AIRSPEED INDICATOR INDICATED 20 KTS BELOW FIRST OFFICER'S. ABORTED TAKEOFF AT 140 KTS AND RETURNED TO THE GATE. REPLACED THE NR 1 CADC, OPERATIONAL CHECK OK.									
5210 CALA	35084 46991	DOUG DC1030				AIR BOTTLE 23111384	BLOWN R4 DOOR	72056	12/24/97 CALA9701800
THE R-4 DOOR WOULD NOT CLOSE AND ARM. INSPECTION FOUND THE R-4 DOOR ASSIST BOTTLE BLOWN. THE BOTTLE WAS SERVICED AND OPERATION CHECKED GOOD.									
5311 AALA	162AA 46943	DOUG DC1010				FRAME	CORRODED BS 540		12/11/97 AALA972396
TUL - CORROSION ON FRAME NEAR LONGERON 48L. INSTALLED DOUBLER AND REINSTALLED FRAME PER ESO 7349 DATED 12-10-97. TST: 67,144.30 HOURS. CYCLES: 25,370. (X)									
5311 AALA	162AA 46943	DOUG DC1010				FRAME	CORRODED BS 555		12/11/97 AALA972394
TUL - CORROSION ON FRAME NEAR LONGERON 48L. INSTALLED DOUBLER ON FRAME. ACCOMPLISHED PER ESO 7349 DATED 12-10-97. TST: 67,144.30 HOURS. CYCLES: 25,370. (X)									
5311 AALA	162AA 46943	DOUG DC1010				FRAME	CORRODED BS 565		12/11/97 AALA972397
TUL - CORROSION ON FRAME NEAR LONGERON 48L. INSTALLED DOUBLER ON FRAME AND REINSTALLED FRAME PER ESO 7349 DATED 12-10-97. TST: 67,144.30 HOURS. CYCLES: 25,370. (X)									
5311 AALA	162AA 46943	DOUG DC1010				FRAME	CORRODED BS 542		12/11/97 AALA972395
TUL - CORROSION ON FRAME AT STA 542, 5 INCHES INBOARD OF NOSE GEAR BULKHEAD. INSTALLED DOUBLER ON FRAME AND REINSTALLED PER ESO 7349 DATED 12-10-97. TST: 67,144.30 HOURS. CYCLES: 25,370. (X)									
5311 AALA	131AA 46994	DOUG DC1010				FRAME	CORRODED BS 879		2/10/98 AALA980307
TUL - CORROSION ON BELL FRAME FROM STR 50R TO STR 49L AT STA 879. REMOVED CORROSION, INSTALLED DOUBLER. REPAIRED IAW SRM 53-30-00. TST: 60,422.53 HOURS. CYCLES: 20,166. (X)									
5311 AALA	131AA 46994	DOUG DC1010				LONGERON	CORRODED BS 1139		2/4/98 AALA980251
BELL FRAME HAS CORROSION BETWEEN 50L AND 50R STA 775. INSTALLED REPAIR ANGLE PER SRM 53-30-00 PAGE 31. TST: 60,422.53 HOURS. CYCLES: 20,166. (X)									
5311 FDEA	391FE 46625	DOUG DC1010F				FRAME	CRACKED BS 459		2/17/98 98FDEA00204
STA 459 Z=-78, X=-63 A CRACK WAS FOUND ON THE FRAME LT SIDE. REF NRC NR N 2064. REPAIRED FRAME IAW SRM 53-30-00 FIG 5.									
5311 CALA	14063 47864	DOUG DC1030				FRAME	CRACKED TAIL CONE		3/15/98 CALA9800454
INSPECTION FOUND A 1 INCH CRACK IN TAIL CONE UPPER SECTION LT SIDE RIB NR 8. THE RIB AND SPLICE WERE REMOVED. A NEW FRAME AND SPLICE WERE FABRICATED AND INSTALLED IAW SRM 53-30-00, FIGURE 1, 51-20-00, AND 51-31-01.									
5312 FDEA	053FE 47807	DOUG DC1010				BULKHEAD TEE	CRACKED BS 1156		12/30/97 97FDEA00906
FUSELAGE BULKHEAD TEE CAP, RT SIDE, STA Y1156, FWD OF LONGERON 39, CANTED VERTICAL LEG HAS HFEC CRACK INDICATIONS 2 PLACES AT INBOARD FASTENER LOWER ROW. ONE MOVES INB, SECOND MOVES INB AND DOWN TO RADIUS. SEEN FROM AFT SIDE. REF EO 8-5310-7-3327 PT 2.									

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5312 UALA	1845U 48261	DOUG DC1010	GE CF66D			BULKHEAD ANGLE	CRACKED BS 1156		10/27/97 97UAL900802
AT STA Y=1156, TWO CRACKS WERE FOUND IN THE NYB6042-5 FWD PRESSURE BLKHD ANGLE. ONE CRACK IS AT X=+5.54 AND MEASURES APPROX. 1.2 INCHES. SECOND CRACK IS BETWEEN X=-5.54 AND X=-9.9 AND EXTENDED FROM UNDER AN EXISTING REPAIR DOUBLER. DOUBLER WAS REMOVED AND CRACK EXTENDED 2.3 INCHES BEYOND STOP DRILL, TOTAL OF SECOND CRACK IS 4.6 INCHES. CONDITIONS WERE REPAIRED PER DC10 SRM 53-40-00.									
5312 CALA	39081 47861	DOUG DC1030				BULKHEAD	BUCKLED BS 2163		8/11/97 CALA9701228
INSPECTION FOUND TAIL CONE BULKHEAD AT FS 2163, STRINGER 51L BUCKLED. THE BUCKLED AREA WAS REMOVED AND A REPAIR WAS INSTALLED USING DOUBLER AND FILLER IAW SRM 53-00-1 FIGURE 4 SHEET 2.									
5313 AALA	162AA 46943	DOUG DC1010				STRINGER	CORRODED BS 1275-1360		12/15/97 AALA972469
TUL - CORROSION ON STR 48R FROM STA 1257 TO STA 1360. REPAIRED DAMAGED AREA IAW ESO-7349. ALODINED, PRIMED AND PAINTED AREA IAW SRM 51-21-01. TST: 67,144.30 HOURS. CYCLES: 25,370. (X)									
5313 AALA	162AA 46943	DOUG DC1010				LONGERON	CORRODED BS 1156-1257		12/12/97 AALA972439
TUL - STR 48R IS CORRODED FROM STA 1156 TO STA 1257. REPLACED DAMAGED AREA IAW ESO 7349 DATED 12-10-97. TST: 67,144.30 HOURS. CYCLES: 25,370. (X)									
5313 AALA	162AA 46943	DOUG DC1010				LONGERON	CORRODED BS 1216		12/12/97 AALA972438
TUL - CORROSION FOUND ON LONGERON 46L. REWORK AND OK FOR CONTINUED SERVICE PER ESO 7349 DATED 12-10-97. TST: 67,144.30 HOURS. CYCLES: 25,370. (X)									
5313 AALA	162AA 46943	DOUG DC1010				STRINGER	CORRODED BS 1338-1360		12/17/97 AALA972468
TUL - STR 51L IS CORRODED FROM STA 1338 TO STA 1360. REPAIRED DAMAGED AREA PER ESO 7349 DATED 12-10-97. PRIMED AND PAINTED AREA PER SRM 51-21-01. TST: 67,144.30 HOURS. CYCLES: 25,370. (X)									
5313 AALA	162AA 46943	DOUG DC1010				STRINGER	CORRODED BS 535		12/11/97 AALA972398
TUL - CORROSION ON STR 48L FROM STA 535 TO STA 595. REPLACED CORRODED SECTION OF STR 48L BETWEEN STA 535 AND STA 595 PER ESO 7349 DATED 12-10-97. TST: 67,144.30 HOURS. CYCLES: 25,370. (X)									
5313 AALA	131AA 46994	DOUG DC1010				LONGERON	CORRODED BS 1139		2/5/98 AALA980264
TUL - LONGERON 52 CORRODED AT STA 1139. REPLACED STR 52 FROM 1156 TO 1139, REINSTALLED BELL FRAMES AND SHEAR TIES PER SRM AARD 51-01-00-05. TREATED, PRIMED AND PAINTED PER SRM 51-21-01 VOL 4. TST: 60,422.53 HOURS. CYCLES: 20,166. (X)									
5315 AALA	131AA 46994	DOUG DC1010				FLOORBEAM	CORRODED CABIN		2/13/98 AALA980319
BLENDED CORROSION FROM FLOOR BEAM - OUT OF LIMITS. MADE AND INSTALLED FLOORBEAM END AND SPLICE, ALODINED AND PRIMED. SRM VOL II 51-21-01, SRM VOL I 53-60-01-3. TST: 60,422.53 HOURS. CYCLES: 20,166. (X)									
5315 CALA	13088 46850	DOUG DC1030				FLOORBEAM	CRACKED BS 1275		2/11/98 CALA9800259
INSPECTION FOUND A 1 INCH CRACK ON FLOORBEAM UNDER LOWER JAMB OF R-3 DOOR AT STA 1275. A REPAIR WAS FABRICATED AND INSTALLED IAW ECRA 5320-01500.									
5320 AALA	162AA 46943	DOUG DC1010				SHEAR TIE	CORRODED BS 1216		12/12/97 AALA972423
TUL -SHEAR TIE CORRODED. REPLACED WITH NEW SHEAR TIE PER SRM AARD 51-01-00-05. TST: 67,144.30 HOURS. CYCLES: 25,370. (X)									

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5320 AALA	162AA 46943	DOUG DC1010				SHEAR TIE	CORRODED BS 1964		12/11/97 AALA972399
TUL - LOWER LEG OF SHEAR TIE IS CORRODED. REMOVED AND REPLACED SHEAR TIE PER SRM 53-30-00 FIG 10. INSTALLED INTERCOSTAL PER AARD 51-01-00-5. TST: 67,144.30 HOURS. CYCLES: 25,370. (X)									
5320 AALA	162AA 46943	DOUG DC1010				ANGLE	CORRODED BS 595		12/11/97 AALA972401
TUL - TEE CAP ANGLE CORRODED OUTBOARD OF LONGERON 48L AT STA 595. REPLACED EXISTING LOWER EXTERNAL DOUBLER WITH ENLARGED DOUBLER. INSTALLED IAW GENERAL NOTES PER ESO 7349 DATED 12-10-97. TST: 67,144.30 HOURS. CYCLES: 25,370. (X)									
5320 AALA	162AA 46943	DOUG DC1010				ROLLER TRAY	CORRODED BS 1521-1701		12/9/97 AALA972523
TUL - CORROSION ON NR 2 ROLLER TRAY. REPLACED NR 2 ROLLER TRAY FROM STA 1521 TO STA 1701 IAW AARD 51-01-00-05. TST: 67,144.30 HOURS. CYCLES: 25,370. (X)									
5320 AALA	162AA 46943	DOUG DC1010				GUIDE RAIL	CORRODED BS 1521-1701		12/9/97 AALA972436
TUL - CORROSION FOUND ON LT GUIDE RAIL IN CENTER CARGO COMPARTMENT. REPLACED GUIDE RAIL PER AARD 51-01-00-05. TST: 67,144.30 HOURS. CYCLES: 25,370. (X)									
5320 AALA	162AA 46943	DOUG DC1010				SHEAR TIE	CORRODED BS 1216		12/13/97 AALA972467
TUL - CORROSION ON FORWARD AND AFT SIDE OF SHEAR TIE AT STA 1216 FROM STR 40R TO STR 46R. INSTALLED NEW SHEAR TIE PER AARD 51-01-00-05. TST: 67,144.30 HOURS. CYCLES: 25,370. (X)									
5320 AALA	162AA 46943	DOUG DC1010				SUPPORT	CORRODED BS 1781-1964		12/13/97 AALA972429
TUL - CORROSION ON SLANT PANEL AND FLOORBOARD SUPPORT. REPLACED SUPPORT WITH NEW PER SRM 51-01-00-05. TST: 67,144.30 HOURS. CYCLES: 25,370. (X)									
5320 AALA	162AA 46943	DOUG DC1010				ROLLER TRAY	CORRODED BS 1701-1781		12/12/97 ALA972437
TUL- CORROSION FOUND ON ROLLER TRAY IN CENTER CARGO COMPARTMENT. REPLACED ROLLER TRAY PER SRM 51-01-00-05. TST: 67,144.30 HOURS. CYCLES: 25,370. (X)									
5320 AALA	162AA 46943	DOUG DC1010				BRACKET	CORRODED BS 1966		12/11/97 AALA972400
TUL - AFT WALL LOWER ATTACH BRACKET IS CORRODED. REMOVED AND REPLACED BRACKET PER AARD 51-01-00-05. TST: 67,144.30 HOURS. CYCLES: 25,370. (X)									
5320 AALA	131AA 46994	DOUG DC1010				SUPPORT	CORRODED BS 1781		2/16/98 AALA980331
TUL - CORROSION AT STA 1781 AFT LOWER WALL SUPPORT. REMOVED AND REPLACED MANUFACTURED SUPPORT PER AARD 51-01-00-05. TST: 60,422.53 HOURS. CYCLES: 20,166. (X)									
5320 AALA	131AA 46994	DOUG DC1010				SILL	CORRODED CARGO DOORWAY		2/13/98 AALA980320
CORROSION AROUND RIV-NUT ON AFT SIDE DOOR SILL FACET. TREATED, PAINTED, AND PRIMED AREA PER SRM 51-21 VOL II. DAMAGED AREA OK FOR SERVICE PER ESO 7349 DATED 2-10-98. TST: 60,422.53 HOURS. CYCLES: 20,166. (X)									
5320 AALA	131AA 46994	DOUG DC1010				POST	CORRODED BS 875		3/4/98 AALA980340
TUL - CORROSION ON ANGLE PANEL AND CASTING AROUND WALL POST AT FLOORING FOR AIRCRAFT C-LIFT DOOR ATTACH POINT STA 875. INSTALLED NEW ANGLE WEB. SPLICED TOGETHER PER IAW 51-01-00-05, AARD CHAPTER 51, AND 53-00-01 - ESO 7349 DATED 2-12-98. TST: 60,422.53 HOURS. CYCLES: 20,166. (X)									

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5320 AALA	131AA 46994	DOUG DC1010				ANGLE	CORRODED BS 1841		2/16/98 AALA980332
TUL - CORROSION ALONG SLANT PANEL TO FLOOR ATTACH ANGLE. REMOVED AND REPLACED PER 51-21-01. TST: 60,422.53 HOURS. CYCLES: 20,166. (X)									
5320 AALA	131AA 46994	DOUG DC1010				ANGLE	CORRODED BS 623		2/5/98 AALA980263
TUL - NR 1 ROLLER TRAY HAS CORROSION ON FWD ATTACH ANGLE CLIP STA 623. FABRICATED NEW CLIP ANGLE AND INSTALLED IAW AARD 51-10-00-1. TST: 60,422.53 HOURS. CYCLES: 20,166. (X)									
5320 AALA	131AA 46994	DOUG DC1010				SUPPORT	CORRODED BS 825		2/11/98 AALA980306
TUL - FLOORBOARD SUPPORT HAS CORROSION AT STA 825 BETWEEN ROLLER TRAYS AND 1 AND 2. REMOVED CORROSION, FABRICATED NEW SUPPORT AND INSTALLED IAW AARD 51-10-00-21. TST: 60,422.53 HOURS. CYCLES: 20,166. (X)									
5320 AALA	131AA 46994	DOUG DC1010				DOOR FRAME	CORRODED BS 869		2/12/98 AALA980342
TUL - CORROSION AT LEFT CARGO/GALLEY DOOR FRAME BOTTOM INSIDE, STA 869 AND STR 48L. REMOVED CORRODED ANGLE FRAME AND INSTALLED NEW FRAME PER IAW CHAPTER 51 OF SRM AND AARD 51-02-00-05. TST: 60,422.53 HOURS. CYCLES: 20,166. (X)									
5320 AALA	131AA 46994	DOUG DC1010				ANGLE	CORRODED BS 1781		2/12/98 AALA980343
TUL - CORROSION ON ANGLE AT STA 1781 TRACKS 1 AND 2, TERMINATING END OF CARGO COMPARTMENT FLOOR AT BULKHEAD. REMOVED AND REPLACED ANGLE FITTING PER SRM 51-21-00 VOL II. TST: 60,422.53 HOURS. CYCLES: 20,166. (X)									
5320 AALA	131AA 46994	DOUG DC1010				INTERCOSTAL	CORRODED BS 859		2/12/98 AALA980344
TUL - CORROSION ON INTERCOSTAL ABOVE STR 43L FROM STA 859 - STA 879. REMOVED CORRODED INTERCOSTAL AND INSTALLED NEW PER IAW CHAP 51 OF SRM AND AARRD 51-01-00-05. TST: 60,422.53 HOURS. CYCLES: 20,166. (X)									
5320 AALA	131AA 46994	DOUG DC1010				GUIDE RAIL	CORRODED BS 1561		2/4/98 AALA980259
TUL - CENTER CARGO LT SIDE GUIDE RAIL HAS CORROSION FROM STA 1561 - STA 1621. REMOVED AND REPLACED GUIDE RAIL PER AARD 51-00-00-05. TST: 60,422.53 HOURS. CYCLES: 20,166. (X)									
5320 AALA	131AA 46994	DOUG DC1010				ANGLE	CORRODED BS 1967		2/16/98 AALA980333
TUL - CORROSION ON AFT LOWER FLOORBOARD TO BULKHEAD ATTACH ANGLE IN AFT CARGO. REMOVED AND REPLACED PART PER 51-10-01. TST: 60,422.53 HOURS. CYCLES: 20,166. (X)									
5320 AALA	131AA 46994	DOUG DC1010				SUPPORT	CORRODED BS 1900		2/5/98 AALA980266
TUL - CORROSION ON FLOOR SUPPORT. REMOVED AND REPLACED SUPPORT SRM AND AARD 51-01-00. ALODINED, PRIMED AND PAINTED PER SRM 51-21-01. TST: 60,422.53 HOURS. CYCLES: 20,166. (X)									
5320 AALA	129AA 46996	DOUG DC1010				ANGLE	CORRODED BS 1841		3/28/98 AALA980642
TUL - FOUND CORROSION ARUOND NUMEROUS NUT PLATES ON BOTTOM OF FLOORBOARD FRAME ANGLES BOTH FORWARD AND AFT SIDES FROM 43L TO 43R AT STATION 1841. REMOVED DAMAGED AREAS AND INSTALLED REPAIR ANGLES PER SRM 53-00-01 VOL 1. (M)									

***** DENOTES SIGNIFICANT OCCURRENCE

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5320 AALA	129AA 46996	DOUG DC1010				SUPPORT	CORRODED BS 959		3/21/98 AALA980580
TUL - FLOORBOARD SUPPORT BRACKET CORRODED AT STATION 959. REMOVED AND REPLACED BRACKET PER SRM 51-00-05. (M)									
5320 NWAA	223NW 46580	DOUG DC1030				JAMB	CORRODED CARGO DOOR		12/23/97 9725051223
DURING PERIODIC CHECK, FOUND CORROSION ON CENTER CARGO DOOR FORWARD DOOR JAMB FRAME 6 TO 10.5 INCHES FROM BOTTOM CORNER. REPAIRED PER EA 12-154210.									
5320 CALA	13086 46917	DOUG DC1030				STIFFENER	CRACKED BS 1841		2/2/98 CALA9800169
INSPECTION FOUND A 2 X 1 CRACK AT FASTENER HOLE OF STIFFENER ON AFT SIDE OF FRAME IN CENTER CARGO COMPARTMENT AT STA 1841, RBL 42. THE STIFFENER WAS REMOVED IAW SRM 51-30-00. A NEW STIFFENER WAS FABRICATED AND INSTALLED IAW SRM 53-16-01 AND 51-30-00.									
5320 CALA	12061 47851	DOUG DC1030				JAMB	CRACKED AC DOORWAY		2/16/98 CALA9800267
INSPECTION FOUND TWO, 2 INCH CRACKS AT UPPER SIDE OF FORWARD VERTICAL DOOR JAMB OF LT FORWARD AIR CONDITIONING COMPARTMENT. ONE AREA WAS TRIMMED AND BLENDED OUT. THE OTHER AREA WAS REWORKED AND REINFORCED WITH A DOUBLER IAW SRM 53-30-00, FIGURE 4. NEW RIVETS WERE INSTALLED IAW SRM 51-31-01.									
5320 CALA	14063 47864	DOUG DC1030				SUPPORT	CORRODED BS 1884-1997		3/15/98 CALA9800449
INTERIOR UPPER LOBE CABIN UNDER FLOOR LAV/GALLEY CORROSION ON FLOOR SUPPORT BETWEEN STA 1884 AND 1997, LBL 25. THE FLOOR SUPPORT WAS REMOVED. A NEW FLOOR SUPPORT WAS FABRICATED AND INSTALLED IAW SRM 53-12-15, FIGURE 1 AND 26, 51-20-00, AND 51-31-01.									
5320 CALA	14063 47864	DOUG DC1030				ANGLE	CRACKED BS 1381		3/15/98 CALA9800458
INSPECTION FOUND A 1 INCH CRACK ON FAIRING SUPPORT ANGLE AT STA 1381, STRINGER 32R. THE SUPPORT ANGLE WAS REMOVED. A NEW ANGLE WAS FABRICATED AND INSTALLED IAW SRM 53-53-01, FIGURE 3, 51-20-00, AND 51-31-01.									
5320 CALA	14063 47864	DOUG DC1030				ANGLE	CRACKED BS 1421		3/15/98 CALA9800459
INSPECTION FOUND A 1 INCH CRACK ON FAIRING SUPPORT ANGLE AT STA 1421, STRINGER 32R. THE SUPPORT ANGLE WAS REMOVED. A NEW ANGLE WAS FABRICATED AND INSTALLED IAW SRM 51-20-00, 51-31-01, AND 53-53-01, FIGURE 3.									
5320 CALA	14063 47864	DOUG DC1030				SUPPORT	CORRODED BS 492		3/15/98 CALA9800460
INSPECTION FOUND FLOOR SUPPORT CORRODED AT STA 492, RBL 30. THE FLOOR SUPPORT WAS REMOVED AND A NEW FLOOR SUPPORT WAS FABRICATED AND INSTALLED IAW SRM 53-12-15, FIGURE 1 AND 26, 51-20-00, AND 51-31-01.									
5320 CALA	14063 47864	DOUG DC1030				SUPPORT	CORRODED BS 455		3/15/98 CALA9800461
INSPECTION FOUND FLOOR SUPPORT CORRODED AT STA 455, LBL 60. THE FLOOR SUPPORT WAS REMOVED AND A NEW FLOOR SUPPORT WAS FABRICATED AND INSTALLED IAW SRM 53-12-15, FIGURE 1 AND 26, 51-31-01, AND 51-20-00.									
5320 CALA	14063 47864	DOUG DC1030				VENT BOX	CORRODED BS 1480		3/15/98 CALA9800462
INSPECTION FOUND CORROSION ON VENT BOX AT STA 1480 AT ATTACHMENT TO LONGERON 27R. CORRODED TRUSS WAS REMOVED. A NEW PART WAS FABRICATED AND INSTALLED IAW SRM 51-20-00, 51-31-01, AND 53-14-01, FIGURE 5, ITEM 42.									

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5320 CALA	14063 47864	DOUG DC1030				SUPPORT	CORRODED BS 1841-1884	3/15/98	CALA9800453
INTERIOR UPPER LOBE CABIN UNDER FLOOR LAV/GALLEY CORROSION ON FLOOR SUPPORT BETWEEN STA 1841 AND 1884, BL 0 TO LBL 8. THE FLOOR SUPPORT WAS REMOVED. A NEW FLOOR SUPPORT WAS FABRICATED AND INSTALLED IAW SRM 53-12-15, FIGURE 1 AND 26, 51-20-00, AND 51-31-01.									
5320 CALA	14063 47864	DOUG DC1030				SUPPORT	CORRODED BS 1841-1884	3/15/98	CALA9800452
INTERIOR UPPER LOBE CABIN UNDER FLOOR LAV/GALLEY CORROSION ON FLOOR SUPPORT BETWEEN STA 1841 AND 1884 AT RBL 34. THE FLOOR SUPPORT WAS REMOVED. A NEW FLOOR SUPPORT WAS FABRICATED AND INSTALLED IAW SRM 53-12-15, FIGURE 1 AND 26, 51-20-00, AND 51-31-01.									
5320 CALA	14063 47864	DOUG DC1030				SUPPORT	CRACKED BS 1942	3/15/98	CALA9800450
INTERIOR UPPER LOBE CABIN UNDER FLOOR LAV/GALLEY 1 CRACK ON FLOOR SUPPORT ABOVE STA 1942 AT RBL 3. THE FLOOR SUPPORT WAS REMOVED. A NEW FLOOR SUPPORT WAS FABRICATED AND INSTALLED IAW SRM 51-21-00, 51-31-01, AND 53-16-01.									
5320 CALA	14063 47864	DOUG DC1030				SUPPORT	CORRODED BS 1964	3/15/98	CALA9800448
INTERIOR UPPER LOBE CABIN FLOOR LAV/GALLEY CORROSION ON FLOOR SUPPORT AT STA 1964, RBL 20. THE FLOOR SUPPORT WAS REMOVED. A NEW FLOOR SUPPORT WAS FABRICATED AND INSTALLED IAW SRM 53-12-15, FIGURE 1 AND 26 AND 51-31-01.									
5320 CALA	14063 47864	DOUG DC1030				ANGLE	CORRODED BS 2007	3/15/98	CALA9800447
INTERIOR UPPER LOBE CABIN UNDER FLOOR LAV/GALLEY CORROSION ON FLOOR SUPPORT ANGLE AT STA 2007 BETWEEN LBL 56 AND 63. THE CORROSION WAS TRIMMED AND BLENDED OUT. A SPLICE ANGLE AND U-SPLICE CHANNEL WERE FABRICATED AND INSTALLED IAW SRM 51-20-00, 53-40-00, FIGURE 16, AND 51-31-01.									
5320 CALA	14063 47864	DOUG DC1030				SUPPORT	CORRODED BS 824-879	3/15/98	CALA9800457
INTERIOR UPPER LOBE CABIN UNDER FLOOR LAV/GALLEY CORROSION ON FLOOR SUPPORT BETWEEN STA 824 AND 879, RBL 73. THE FLOOR SUPPORT WAS REMOVED. A NEW FLOOR SUPPORT WAS FABRICATED AND INSTALLED IAW SRM 53-12-15, FIGURE 1 AND 26, 51-20-00, AND 51-31-01.									
5320 CALA	14063 47864	DOUG DC1030				SUPPORT	CORRODED BS 1986	3/15/98	CALA9800451
INTERIOR UPPER LOBE CABIN UNDER FLOOR LAV/GALLEY CORROSION AND A 1 CRACK ON FLOOR SUPPORT ABOVE FLOORBEAM AT STA 1986 AT RBL 4. THE FLOOR SUPPORT WAS REMOVED. A NEW FLOOR SUPPORT WAS FABRICATED AND INSTALLED IAW SRM 51-20-00, 51-31-01, AND 53-16-01.									
5330 CALA	68044 46903	DOUG DC1010				SKIN	CRACKED BS 586	3/14/98	CALA9800444
INSPECTION FOUND A .75 INCH CRACK THROUGH INNER AND OUTER SKIN OF CUTOUT FOR AFT PACK HOT AIR EXHAUST AT FORWARD LOWER CORNER, FS 586. DOUBLERS AND FILLER WERE INSTALLED IAW ENGINEERING ORDER COM NR 26752-1616/R.									
5330 AALA	162AA 46943	DOUG DC1010				SKIN	CORRODED BS 1257-1278	12/12/96	AALA972440
TUL - FOUND SKIN CORRODED AT BS 1257 - BS 1278. REPAIRED DAMAGED AREAS PER 53-00-01. TST: 67,144.30 HOURS. CYCLES: 25,370. (X)									
5330 AALA	162AA 46943	DOUG DC1010				SKIN	CORRODED BS 1721-1741	12/8/97	AALA972435
TUL - CORROSION FOUND ON SKIN AT BS 1721-1741. REPAIRED BY ENGINEERS ESO 7349 DATED 12-4-97. SPLICED LONGERONS AND INSTALLED SKIN DOUBLERS. TST: 67,144.30 HOURS. CYCLES, 25,370. (X)									

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5330 AALA	162AA 46943	DOUG DC1010				SKIN	CORRODED BS 1175-1179		12/12/97 AALA972470
TUL - CORROSION ON SKIN AT BS 1175-1179. REPAIRED PER SRM 53-00-01 WITH DOUBLER. TST: 67,144.30 HOURS. CYCLES: 25,370. (X)									
5330 CALA	14063 47864	DOUG DC1030				PANEL	CRACKED FUSELAGE		3/15/98 CALA9800455
INSPECTION FOUND A 2 INCH CRACK IN LT NR 4 BANJO FITTING INNER ACCESS PANEL. THE PANEL WAS REMOVED AND A NEW PANEL WAS FABRICATED AND INSTALLED IAW SRM 51-20-00 AND 51-31-01.									
5347 AALA	131AA 46994	DOUG DC1010				ROLLER TRAY	CORRODED BS 1561		2/4/98 AALA980261
TUL - ROLLER TRAY NR 1 HAS CORROSION AT STA 1621 - STA 1561. REMOVED AND REPLACED TRAY TRACK PER SRM 53-70-00 FIG 7. TST: 60,422.53 HOURS. CYCLES: 20,166. (X)									
5347 AALA	131AA 46994	DOUG DC1010				ROLLER TRAY	CORRODED BS 800		2/15/98 AALA980335
TUL - NUMEROUS SPOTS OF CORROSION IN ROLLER TRAY NR 4 BETWEEN STA 879 AND STA 769. REMOVED CORRODED SECTION OF TRACK, FABRICATED NEW AND INSTALLED PER SRM 51-01-05. TST: 60,422.53 HOURS. CYCLES: 20,166. (X)									
5347 AALA	131AA 46994	DOUG DC1010				ROLLER TRAY	CORRODED BS 862		2/15/98 AALA980334
TUL - CORROSION IN ROLLER TRAY NR 4 STA 859 TO STA 865. REMOVED CORRODED SECTION OF TRACK, FABRICATED NEW AND INSTALLED PER SRM 51-01-05. TST: 60,422.53 HOURS. CYCLES: 20,166. (X)									
5347 AALA	131AA 46994	DOUG DC1010				ROLLER TRAY	CORRODED BS 745		2/14/98 AALA980341
TUL - NR 2 ROLLER TRAY HAS NUMEROUS AREAS OF CORROSION STA 745 - STA 875. SPLICED IN NEW TRAY FROM STA 840 - STA 875 PER SRM 53-70-00 VOL I. TST: 60,422.53 HOURS. CYCLES: 20,166. (X)									
5347 AALA	131AA 46994	DOUG DC1010				ROLLER TRAY	CORRODED BS 595		2/17/98 AALA980360
TUL - NR 2 ROLLER TRAY HAS CORROSION FROM STA 595 - STA 745. SPLICED IN NEW TRAY SECTION PER SRM 53-70-00. TST: 60,422.53 HOURS. CYCLES: 20,166. (X)									
5347 AALA	131AA 46994	DOUG DC1010				ROLLER TRAY	CORRODED BS 879		2/17/98 AALA980361
CORROSION ON ROLLER TRAY NR 5 JUST FORWARD OF STA 879 (X +66). CORRODED SECTION OF TRAY REPLACED PER AARD 51-10-00-05 AND ALODINED, TREATED, PRIMED, AND PAINTED PER SRM 51-21-01 VOL II. TST: 60,422.53 HOURS. CYCLES: 20,166. (X)									
5347 AALA	131AA 46994	DOUG DC1010				ROLLER TRAY	CORRODED BS 859		2/17/98 AALA980362
ROLLER TRAY NR 5 HAS CORROSION ON LOWER SURFACE AFT OF STA 859 (X +166). CORRODED SECTION OF TRAY REPLACED PER AARD 51-01-00-5 AND ALODINED, TREATED, PRIMED AND PAINTED PER SRM 51-21-01 VOL II. TST: 60,422.53 HOURS. CYCLES: 20,166. (X)									
5347 AALA	131AA 46994	DOUG DC1010				ROLLER TRAY	CORRODED BS 1661		2/4/98 AALA980260
TUL - NR 1 ROLLER TRAY HAS CORROSION STA 1661. REMOVED AND REPLACED TRAY PER AARD 51-01-00-05. SPLICED PER SRM 53-70-00 FIG 7. TST: 60,422.53 HOURS. CYCLES: 20,166. (X)									
5347 AALA	131AA 46994	DOUG DC1010				ROLLER TRAY	CORRODED BS 1601		2/5/98 AALA980265
TUL - NR 4 ROLLER TRAY HAS CORROSION FROM STA 1601 - STA 1701. REMOVED CORROSION AND SPLICED TRAY STA 1641 PER SRM 53-70-00 VOL I. TST: 60,422.53 HOURS. CYCLES: 20,166. (X)									

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5347 AALA	131AA 46994	DOUG DC1010				ROLLER TRAY	CORRODED BS 640		2/15/98 AALA980336
TUL - NR 4 ROLLER TRAY HAS NUMEROUS SPOTS OF CORROSION FROM STA 760 TO STA 595. REMOVED CORRODED TRACK, FABRICATED NEW TRACK AND REINSTALLED PER SRM 51-01-05. TST: 60,422.53 HOURS. CYCLES: 20,166. (X)									
5347 AALA	131AA 46994	DOUG DC1010				ROLLER TRAY	CORRODED BS 770		2/13/98 AALA980330
TUL - AREAS OF CORROSION ON ROLLER TRAY NR 1 FROM STA 770 - STA 879. SPLICED IN NEW TRACK PER SRM 53-70-00. TST: 60,422.53 HOURS. CYCLES: 20,166. (X)									
5347 AALA	131AA 46994	DOUG DC1010				ROLLER TRAY	CORRODED BS 876		2/15/98 AALA980337
TUL - CORROSION UNDER LT SLIDING DOOR AFT SIDE ANGLE STA 876 FORWARD AND INBOARD OF ROLLER TRAY NR 2 IN CARGO. REMOVED CORRODED PIECE, FABRICATED NEW AND INSTALLED PER SRM 51-10-00-01 AND 51-01-00-05 OF AARD AND SRM CHAPTER 51. TST: 60,422.53 HOURS. CYCLES: 20,166. (X)									
5347 AALA	129AA 46996	DOUG DC1010				ROLLER TRAY	CORRODED BS 1778		3/29/98 AALA980647
TUL - FOUND LEFT LOAD CHAIN TRAY UPPER SURFACE CORRODED AT FASTENERS HOLES, STATION 1778. INSTALLED NEW ROLLER TRAY PER AARD 51-01-00-05. (M)									
5347 CALA	13088 46850	DOUG DC1030				TRACK	HOLE BS 1841		2/11/98 CALA9800258
INSPECTION FOUND A HOLE ON FLOOR TRACK IN AFT CARGO BILGE AREA AT STA 1841, RBL 25. A NEW SPLICE ANGLE AND STRAP WERE FABRICATED AND INSTALLED IAW MF MAN D10-53-86784.									
5347 CALA	14063 47864	DOUG DC1030				FLOOR TRACK	CORRODED BS 840		3/15/98 CALA9800456
INTERIOR UPPER LOBE CABIN UNDER FLOOR LAV/GALLEY CORROSION ON FLOOR TRACK AT STA 840, RBL 27. THE FLOOR TRACK WAS REMOVED, A NEW TRACK WAS INSTALLED IAW SRM 53-70-00, 51-20-00, AND 51-31-01.									
5400 CALA	68044 46903	DOUG DC1010				WEB	CRACKED NR 1 PYLON		2/2/98 CALA9800168
INSPECTION FOUND A 1 INCH CRACK IN HORIZONTAL WEB UNDER REV INTERLOCK VALVE/CYLINDER ON TOP OF NR 1 PYLON. THE WEB WAS REMOVED IAW SRM 51-31-01. A NEW WEB WAS FABRICATED AND INSTALLED IAW SRM 51-20-01 AND 51-31-01.									
5511 UALA	1845U 48261	DOUG DC1010	GE CF66D			RIB ALC705123	CRACKED LT HORIZ STAB	52314	10/18/97 97UAL900791
RIB WAS FOUND CRACKED AT THE UPPER CAP ATTACHMENT AT LT STA XFS=106.834 DURING HORIZONTAL STABILIZER LEADING EDGE RIB CAP INSPECTION. *S/D* RIB WAS REPLACED.									
5512 CALA	13088 46850	DOUG DC1030				PANEL ALC7270502	DAMAGED RT HORIZ STAB		2/15/98 CALA9800261
THE RT HORIZONTAL STABILIZER LEADING EDGE PANEL SUSTAINED DAMAGE ON FOUR CORNERS WHEN IT WAS DROPPED DURING REMOVAL. THE PANEL WAS REPAIRED IAW SRM 55-12-01 AND ECRA 5510-01390.									
5522 CALA	68044 46903	DOUG DC1010				SKIN	CRACKED LT ELEVATOR		2/2/98 CALA9800167
INSPECTION FOUND A 2 INCH CRACK IN LT ELEVATOR SKIN AT PANEL NR 335FB. THE CRACK WAS STOP DRILLED, A DOUBLER WAS FABRICATED AND INSTALLED IAW SRM 55-10-00 AND 51-21-01.									

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5522 CALA	68044 46903	DOUG DC1010				SKIN	CORRODED LT ELEV	2/2/98	CALA9800166
INSPECTION FOUND LT INBOARD ELEVATOR UPPER TRAILING EDGE SKIN CORRODED. THE CORRODED AREA WAS CUT OUT, DOUBLERS, SPLICES, AND FILLER WERE FABRICATED AND INSTALLED IAW SRM 55-10-00, 51-21-01, 51-31-01, AND 51-35-02.									
5530 CALA	13088 46850	DOUG DC1030				FITTING	CRACKED VERT STAB	2/14/98	CALA9800262
INSPECTION FOUND A 0.160 INCH CRACK ON VERTICAL STABILIZER NR 4 BANJO FITTING. A REPAIR WAS PERFORMED IAW SRM 55-20-00, FIGURE2, PAGE 28-29 AND 55-20-00, FIGURE 7, PAGE 40.									
5712 CALA	68044 46903	DOUG DC1010				RIB	CRACKED WS 885	2/2/98	CALA9800171
INSPECTION FOUND A 2 INCH CRACK AT LOWER OUTBOARD FLANGE AFT END, OF LT WING LEADING EGDE RIB, XORS 885. THE CRACK WAS STOP DRILLED, A REPAIR WAS FABRICATED AND INSTALLED IAW SRM 57-00-01 AND 51-31-01.									
5720 CALA	68044 46903	DOUG DC1010				FLANGE	CORRODED WS 794-799	2/2/98	CALA9800170
INSPECTION FOUND CORROSION AT AFT ANCHOR NUTS OF LT WING LOWER LEADING EDGE FLANGE, XORS 794-799. A PLATE WAS FABRICATED AND INSTALLED IAW SRM 57-10-00 AND 51-20-00.									
5720 CALA	68044 46903	DOUG DC1010				DOUBLER	CRACKED WS 445	2/2/98	CALA9800172
INSPECTION FOUND A 1 INCH CRACK IN DOUBLER INBOARD OF NR 3 SLAT OUTBOARD TRACK ON RT WING LOWER LEADING EDGE, XORS 445. THE DOUBLER WAS REMOVED AND A NEW DOUBLER WAS FABRICATED AND INSTALLED IAW SRM 57-00-01 AND 51-21-01.									
5720 AALA	162AA 46943	DOUG DC1010				TRAP PANEL	CORRODED BS 1441	11/26/97	AALA972527
TUL - THE INBOARD BOLT HOLE FOR THE TRAPEZOIDAL PANEL ATTACHMENT TO THE SIDE BRACE IS CORRODED (IN THE TRAPEZOIDAL PANEL). HOLES WERE REWORKED PER ESO 7349 DATED 12-11-97. FABRICATED AND INSTALLED BUSHING PER SRM 57-20-00. TST: 67,144.30 HOURS. CYCLES: 25,370. (X)									
5720 AALA	162AA 46943	DOUG DC1010				TRAP PANEL	CORRODED LT MLG	12/12/97	AALA972475
TUL - INBOARD BOLT HOLE FOR THE SIDE BRACE ATTACHMENT TO THE TRAPEZOIDAL PANEL CORRODED. FABRICATED AND INSTALLED BUSHING PER 57-20-00. REWORKED 4 EACH HOLES PER ESO 7349 DATED 12-11-97. TST: 67,144.30 HOURS. CYCLES: 25,370. (X)									
5720 AALA	162AA 46943	DOUG DC1010				TRAP PANEL	CORRODED BS 1443	12/13/97	AALA972476
TUL - THE INBOARD BARREL NUT HALF IN THE TRAPEZOIDAL PANEL FOR THE SIDE BRACE TO TRAPEZOIDAL PANEL ATTACHMENT IS CORRODED. FABRICATED AND INSTALLED BUSHING PER SRM 57-20-00. HOLES WERE REWORKED PER ESO 7349 DATED 12-11-97 PER ENGINEERING. TST: 67,144.30 HOURS. CYCLES: 25,370. (X)									
5730 AALA	162AA 46943	DOUG DC1010				SKIN	CORRODED WS 690	12/15/97	AALA972473
TUL - CORROSION ON SKIN AROUND FASTENER HEAD ON LOWER SURFACE OF LEFT WIRE. REPAIR AND BLENDING WERE ACCOMPLISHED PER ESO 7349 DATED 12-11-97. TST: 67,144.30 HOURS. CYCLES: 25,370. (X)									
5730 AALA	162AA 46943	DOUG DC1010				SKIN	CORRODED WS 402-489	12/12/97	AALA972474
TUL - CORROSION ON UPPER LEFT WING SKIN FROM STR 7 TO STR 5 BETWEEN STA XORS-402 AND XORS-489. REPAIRED UPPER WING SKIN AND PROTECTED AS OUTLINED IN ESO 7349 DATED 12-11-97. TST: 67,144.30 HOURS. CYCLES: 25,370. (X)									

***** DENOTES SIGNIFICANT OCCURRENCE

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5730 AALA	162AA 46943	DOUG DC1010				SKIN	CORRODED WS 380		12/11/97 AALA972433
TUL - LOWER WING SKIN CORRODED TWO PLACES NEAR FASTENERS 2 FEET INBOARD OF JACK PAD. ACCOMPLISHED REPAIR PER ESO 7349 DATED 12-11-97. TST: 67,144.30 HOURS. CYCLES: 25,370. (X)									
5730 AALA	162AA 46943	DOUG DC1010				SKIN	CORRODED WS 380		12/11/97 AALA972432
TUL - LOWER WING SKIN CORRODED SEVERAL AREAS OUTBOARD OF JACK PAD. REPAIR OF WING LOWER SKIN ACCOMPLISHED PER ESO 7349 DATED 12-11-97. TST: 67,144.30 HOURS. CYCLES: 25,370. (X)									
5730 AALA	162AA 46943	DOUG DC1010				SKIN	CORRODED WS 600		12/15/97 AALA972472
TUL - CORROSION AROUND FASTENER HEAD ON LOWER SURFACE OF LEFT WING AT REAR SPAR APPROXIMATELY STA XORS 600. REPAIR AND BLENDING WAS ACCOMPLISHED PER ESO 7349 DATED 12-11-97. TST: 67,144.30 HOURS. CYCLES: 25,370. (X)									
5730 AALA	162AA 46943	DOUG DC1010				SKIN	CORRODED WS 38/400		12/12/97 AALA972431
TUL - LOCAL CORROSION AT LOWER WING SKIN JUST INBOARD (2 FASTENERS) AND OUTBOARD (3 FASTENERS) OF JACK PAD. REMOVED FASTENERS AND BLENDED AND REPAIRED AREA, THEN, RE-INSTALLED FASTENERS PER ESO 7349 DATED 12-11-97. TST: 67,144.30 HOURS. CYCLES: 25,370. (X)									
5730 AALA	162AA 46943	DOUG DC1010				SKIN	CORRODED WS 506-545		12/12/97 AALA972430
TUL - CORROSION ON UPPER WING SKIN FROM STR 7 TO STR 5 AND BETWEEN STA XORS 506 AND STA XORS 545. REPAIRED PER ESO 7349 PAGE 1. REMOVED CORROSION AND FLAPPER PEEN. REWORKED SURFACES AND TREATED METAL. TST: 67,144.30 HOURS. CYCLES: 25,370. (X)									
5730 AALA	162AA 46943	DOUG DC1010				SKIN	CORRODED WS 216-235		12/12/97 AALA972471
TUL - CORROSION ON UPPER WING SKIN FROM STA XORS-216 TO XORS-235 BETWEEN STR 10 AND STR 11. REPAIRED UPPER WING SKIN AND PROTECTED AS OUTLINED IN ESO 7349 - 12-11-97. TST: 67,144.30 HOURS. CYCLES: 25,370. (X)									
5753 AALA	102AA 46502	DOUG DC1010				BRACE	CORRODED WS 346		12/11/97 AALA972434
TUL - CORROSION IN BARREL NUT AND BOLT HOLES BORE. REWORK, REPAIR AND REPLACEMENT OF HARDWARE PER ENGINEER'S ESO 7349 DATED 12-11-97. TST: 67,144.30 HOURS. CYCLES: 25,370. (X)									
5753 CALA	13066 46591	DOUG DC1030				SKIN	CORRODED LT TE FLAP		4/23/98 CALA9800688
INSPECTION FOUND LT WING INBOARD FLAP SKIN TORN AND CORRODED AT OUTBOARD EDGE CLOSURE RIB. A REPAIR WAS FABRICATED AND INSTALLED IAW SRM 51-21-01, 51-31-01, AND ECRA 5752-01023.									
5754 CALA	68047 47801	DOUG DC1010				SKIN	PUNCTURED NR 4 LE SLAT		3/31/98 CALA9800607
INSPECTION FOUND A 1 INCH DIAMETER HOLE IN NR 4 LEADING EDGE SLAT JUST OUTBOARD OF CENTER TRACK. THE DAMAGED AREA WAS CUT OUT, FILLER, DOUBLER, BAFFLE AND SPLICE PLATE WERE FABRICATED AND INSTALLED IAW SRM 57-10-00, PAGE 27 AND ECRA 5752-01022.									
5754 CALA	13088 46850	DOUG DC1030				RIVETS	SHEARED NR 1 LE FLAP		2/15/98 CALA9800260
INSPECTION FOUND A ROW OF SHEARED RIVETS AND A BROKEN BRACKET ON LT WING NR 1 LEADING EDGE SLAT LOWER EDGE INBOARD SKIN SURFACE. REPAIR ANGLES WERE FABRICATED AND INSTALLED IAW SRM 51-21-01 AND 51-31-01.									

***** DENOTES SIGNIFICANT OCCURRENCE

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5754 CALA	14063 47864	DOUG DC1030				RIBS	CRACKED NR 1 LE SLAT		3/30/98 CALA9800605
INSPECTION FOUND A 1 INCH CRACK IN THREE RIBS OF NR 1 LT SLAT. THE CRACKED RIBS WERE REMOVED. NEW RIBS WERE FABRICATED AND INSTALLED IAW SRM 57-55-01 FIGURE 2 51-20-00 AND 51-31-01.									
7200 UALA	1843U 46636	DOUG DC1010	GE CF66D			ENGINE	MALFUNCTIONED NR 3		3/9/98 98UAL900110
SHUT DOWN NR 3 ENGINE DUE TO AIRCRAFT VIBRATION AND HIGH TEMPERATURE INDICATION. DIVERTED TO HNL LANDED UNDER AMBER ALERT.									
7200 FDEA	053FE 47807	DOUG DC1010F				ENGINE	FLAME OUT NR 3		3/15/98 98FDEA00201
***** IN LEVEL CRUISE AT FL350 AND APPROX M.83 NR 3 ENG APPEARED TO FLAMEOUT. ENG INDICATORS STABILIZED AT APPROX N1 33 PERCENT, EGT 530, NR 65 PERCENT, F/F 600. RED TAB CK LIST ACCOMPLISHED AND ENG RESTARTED AT FL 280. INSP INT AND EXH BOTH CK'D GOOD. FOUND VSV FEEDBACK CABLE OUT OF LIMITS. REMOVED AND REPLACED SAME PER M/M 75-31-01. CK'D CDP LINES FOR BLOCKAGE AND PERFORMED MAX PWR RUN PER JRH. ALL PARAMETERS NORMAL.									
7200 NWAA	145US 46754	DOUG DC1040	PWA JT9D20			ENGINE	OVER TEMP NR 3		1/15/98 9801091145
DURING THE LANDING ROLLOUT WHILE COMING OUT OF REVERSE THRUST, THE NR 3 ENGINE REACHED AN EGT OF 940C FOR ONE SECOND. THE ENGINE WAS SHUT DOWN. MAINTENANCE PERFORMED AN OVERTEMP INSPECTION PER MM 72-00-00, PG 233 WITH NO DEFECTS. THE BORESCOPE WAS DEFERRED FOR 80 HOURS AND THE AIRCRAFT RETURNED TO SERVICE.									
7230 NWAA	152US 46760	DOUG DC1040	PWA JT9D20			COMPRESSOR	STALLED NR 1 ENGINE		4/20/98 9806981152
DURING LANDING ROLLOUT WHILE IN REVERSE THRUST, THE NR 1 ENGINE COMPRESSOR STALLED. THE ENGINE WAS SHUT DOWN WITH THE EGT REACHING A MAXIMUM OF 940C. MAINTENANCE INSPECTED THE ENGINE WITH NO DEFECTS NOTED AND THE AIRCRAFT WAS RETURNED TO SERVICE.									
7230 NWAA	151US 46760	DOUG DC1040	PWA JT9D20			COMPRESSOR	STALLED NR 1 ENGINE		12/24/97 9724451151
AFTER TOUCHDOWN, WHILE IN REVERSE THRUST, THE NR 1 ENGINE COMPRESSOR STALLED. EGT ROSE TO 900C AND THE ENGINE WAS SHUTDOWN. MAINTENANCE INSPECTED THE ENGINE WITH NO DEFECTS FOUND. ENGINE RUN AND RAB'S SYSTEM CHECK WERE NORMAL.									
7230 NWAA	152US 46761	DOUG DC1040	PWA JT9D20			COMPRESSOR	STALLED NR 1 ENGINE		1/18/98 9801101152
AT TOP OF DESCENT WITH POWER REDUCTION, THE NR 1 ENGINE AUDIBLY COMPRESSOR STALLED. THERE WAS A SLIGHT VIBRATION AND RISING EGT. THE ENGINE WAS SHUT DOWN WITH A MAXIMUM EGT OF 690C. RESTART ATTEMPT WAS SUCCESSFUL AND THE ENGINE OPERATION WAS NORMAL FOR THE REMAINDER OF THE FLIGHT. MAINTENANCE INSPECTED THE ENGINE PER MM 71-00-00 FOR A TYPE A STALL WITH NO DEFECTS. ENGINE RUN WAS NORMAL. THE AIRCRAFT RETURNED TO SERVICE WITH A FIVE CYCLE BORESCOPE DEFERRAL.									
7260 NWAA	227NW 46969	DOUG DC1030	GE CF650C			PACKING	FAILED NR 2 ENGINE		4/24/98 9807241227
WHILD CLIMBING THROUGH FL200 (TPE), THE NR 2 ENGINE OIL QUANTITY INDICATION DROPPED TO ZERO WITH THE INDICATED OIL PRESSURE DOWN TO 10 PSI. THE LOW OIL PRESSURE WARNING LIGHT ILLUMINATED ONE MINUTE LATER. THE CREW THEN FOLLOWED COM PROCEDURES AND SHUT DOWN THE ENGINE. THE AIRCRAFT RETURNED TO TPE AND LANDED WITHOUT FURTHER DIFFICULTY. MAINTENANCE REPLACED THE PACKING ON THE MASTER CHIP DETECTOR. FOLLOW-UP ENGINE RUN WAS NORMAL WITH NO LEAKS NOTED.									
7830 CALA	13088 46850	DOUG DC1030				TR PANEL	DELAMINATED NR 2 ENGINE		2/15/98 CALA9800263
INSPECTION FOUND A 10 INCH AREA OF DELAMINATION AT NR 2 ENGINE LEFT THRUST REVERSER LOWER SIDEWALL PANEL (FAN AIR BYPASS AREA). THE C-DUCT ASSEMBLY WAS REPLACED IAW MM 78-32-11.									

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7414 VLLA	36AP 13439	DOUG DC3C	PWA R183090D			MAGNETO 101536421	FAILED RT ENG LT MAG		1/19/98 98ZZZX956
IN CRUISE POWER, PILOT REPORTED RIGHT ENGINE SHAKING. WHEN ON GROUND, MAGNETO CHECK SHOWED LEFT MAGNETO RUNNING VERY ROUGH. REMOVED MAGNETO AND FOUND IT SPARKING INTERMITTENTLY.									
5330 TALA	874TA 44641	DOUG DC6A				SKIN	CRACKED BS 520		10/2/97 97ZZZM1118
POPPED RIVETS AT SKIN LAP 1 O'CLOCK POSITION APPROX STATION 530. CUT OUT DAMAGED SKIN AND REPAIRED PER SRM FIG 4-29. REPLACED POPPED RIVETS. (M)									
2121 IXXA	735PL 46153	DOUG DC862				FAN X702256D	FAILED A/C BAY		8/16/97 IXXA9700120
EN ROUTE, AN ELECTRICAL SMELL WAS SENSED IN THE COCKPIT WITH THE RIGHT RECIRCULATION FAN RUNNING. THE FAN WAS TURNED OFF FOR THE REMAINDER OF THE FLIGHT. MAINTENANCE DEFERRED THE RIGHT RECIRCULATION FAN AND RETURNED THE AIRCRAFT TO SERVICE.									
2450 RRXA	791FT 46045	DOUG DC873F				ELECT PANEL	DAMAGED CARGO COMPT		11/4/97 RRXA97296
DURING A MAINTENANCE VISIT, AFT ELECTRICAL PANEL LOCATED ABOVE AFT RIGHT OF ENTRY DOOR IS BEING RELOCATED BECAUSE OF CONSTANT DAMAGE BY CARGO CONTAINERS. RELOCATION WILL BE TO THE AFT CEILING AREA ACROSS FROM THE FLIGHT RECORDER, AT STA 1734 IAW FAA APPROVED DER TIMCO REO-04741 AND TIMCO ENGINEERING ORD-01647 (AVIONICS).									
2612 DHLA	801DH 46033	DOUG DC873F				WIRE	CHAFED NR 1 ENGINE		3/8/98 DHL98801002
NR 1 FIRE BELL SOUNDED INTERMITTENTLY, FIRE HANDLE GLARESHIELD LIGHT AND FIRE BELL ILLUMINATED AND SOUNDED WITH B-LOOP SELECTED. FIRE BELL AND FIRE WARNING CANCELLED BY ITSELF AND NR 1 ENG SHORT CIRCUIT LIGHT ILLUMINATED TWICE. DEFERRED PER MEL 26-2-3. FOUND AND REPAIRED WIRE W5124A16, CHAFED AT 1 O'CLOCK POSITION FAN CASE. OPS CHECK GOOD PER MM 26-10-0.									
2612 CKSA	809CK 45803	DOUG DC8F55	PWA JT3D3B			WIRE	CHAFED NR 2 ENGINE		4/21/98 CKSA98265
UPON INITIAL DESCENT NR 2 ENGINE FIRE WARNING CAME ON. COMPANY PROCEDURES FOLLOWED AND ENGINE WAS SECURED. FOUND WIRE CHAFFING AT RT FWD MAIN WIRE BUNDLE AT 3 O'CLOCK POSITION. WHEN MOVING BUNDLE, FIRE WARNING WOULD GO ON AND OFF DEPENDING ON THE POSITION OF BUNDLE. REPLACED WIRE. FIRE WARNING SYSTEM OPS CHECK NORMAL IAW MM 26.									
3210 FXLA	44UA 45800	DOUG DC8F54				BOGIE BEAM 5778946	CRACKED LT MLG		2/20/98 98ZZZM318
ON TRANSIT CHECK, FOUND FORWARD SWIVEL BOGIE BEAM CRACKED AT LOWER SWIVEL PIN AFT LUG REF S/B32-182. REMOVED AND REPLACED BOGIE BEAM.									
3211 RRXA	791FT 46045	DOUG DC873F				FITTING 5616344	DAMAGED MLG		11/4/97 RRXA97302
DURING A MAINTENANCE VISIT, FOUND MAIN LANDING GEAR FITTING (P/N 5616344) DAMAGED BEYOND REPAIR IAW DC-8 SRM. (P/N 5616344 AND 5616132) ARE FABRICATED FROM 7075 ALUMINUM FORGING BLANK 5616429. FABRICATED BY SUBSTITUTION AND INSTALLED IAW FAA APPROVED DER TIMCO ENGINEERING SKETCH REO-03760.									
3233 IXXA	8974U 46110	DOUG DC862				ACTUATOR 57740355508	FAILED RT MLG		8/13/97 202 IXXA9700119
AFTER TAKEOFF UPON GEAR RETRACTION, THE DOORS LIGHT REMAINED ILLUMINATED AFTER THE UPLATCH CHECK. THE GEAR WAS RECYCLED SEVERAL TIMES WITH NO CHANGE IN WARNING STATUS. THE FLIGHT RETURNED TO HIK. MAINTENANCE REPLACED THE MAIN GEAR CONTROL VALVE, THE HYDRAULIC SYSTEM PRIORITY VALVE, AND THE RIGHT MAIN LANDING GEAR RETRACT ACTUATOR IN ACCORDANCE WITH THE APPLICABLE SECTIONS OF THE DOUGLAS DC-8 MAINTENANCE MANUAL. A SUCCESSFUL GEAR SWING WAS MADE AND THE AIRCRAFT WAS RETURNED TO SERVICE.									

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3246 DHLA *****	801DH 46033	DOUG DC873				WHEEL 26014112	MISSING NR 2 MLG		4/7/98 DHL98801003
WHILE RETURNING TO RAMP, AIRCRAFT GROUND HANDLING BECAME ABNORMAL. INSPECTION REVEALED NUMBER 2 TIRE MISSING AND NUMBER 1 TIRE FAILED. REMOVED AND REPLACED NUMBER 1 AND NUMBER 2 MAIN WHEEL ASSY AND NR 2 WHEEL TRANSDUCER.									
3260 CKSA	801CK 45816	DOUG DC855				DWNLOCK SWITCH	FAILED RT MLG DOOR		1/6/98 CKSA98013
THIRTY MINS AFTER T/O, RIGHT LANDING GEAR LIGHT ILLUMINATED (GOOD UPLATCH CHECK PRIOR TO THIS). FOUND PUSH PIN AT RIGHT GEAR DOWN AND LOCK SWITCH. REPAIRED AND SYSTEM OPS CHECKS GOOD IAW MM CHAPTER 32-7-0.									
3260 ABXA	804AX 45987	DOUG DC862		DOUG		TARGET 32802651	OUT OF ADJUST RT MLG WW		4/23/98 ABXA9800403
GEAR UNSAFE LIGHT REMAINED ILLUMINATED WITH THE GEAR UP, RIGHT GEAR DOOR INDICATED 'NOT LATCHED'. CYCLED GEAR TWICE, NO CHANGE. ACCOMPLISHED ALTERNATE UPLATCH PROCEDURES. LIGHTS REMAINED ON THROUGHOUT FLIGHT. ADJUSTED RIGHT MAIN LANDING GEAR DOOR SENSOR TARGET STOP IAW DC8 MM 32-60-00, OPS CHECKED GOOD.									
3260 ABXA	819AX 45927	DOUG DC863				SWITCH H141003	DEFECTIVE RT MLG		8/14/97 ABXA9701407
ON LANDING, WHEN GEAR HANDLE PLACED IN THE EXTEND POSITION, RIGHT GEAR DOWN LIGHT DID NOT ILLUMINATE. ACCOMPLISHED TOWER FLY-BY TO VERIFY GEAR DOWN. LANDING WAS UNEVENTFUL. REPLACED RIGHT MLG DOWN LOCK SWITCH, OPS CHECKED GOOD.									
3260 ABXA	815AX 46097	DOUG DC863				WARNING LIGHT	ILLUMINATED LT MLG		4/24/98 ABXA9800404
DURING GEAR UPLATCH CHECK, LEFT MAIN GEAR LIGHT ILLUMINATED WITH RED GEAR UNSAFE LIGHT.									
3260 ABXA	824AX 46141	DOUG DC863				CONNECTOR DC26A1415S	DIRTY RT MLG		3/17/98 ABXA9800250
GEAR RECYCLE WAS REQUIRED TO GET THE RIGHT MAIN LANDING GEAR LIGHT TO INDICATE DOWN AND LOCKED. RIGHT MAIN LANDING GEAR DOWNLOCK SWITCH CONNECTOR WAS FOUND TO BE DIRTY. CLEANED AND REINSTALLED CANNON PLUG. LANDING GEAR OPS CHECKED GOOD IAW DC8 MM 32-60-0.									
3260 ABXA	814AX 46041	DOUG DC863F				UP LATCH SWITCH	OUT OF ADJUST LANDING GEAR		4/23/98 ABXA9800371
IN CRUISE FLIGHT, LANDING GEAR UNSAFE LIGHT ILLUMINATED. RECYCLED LANDING GEAR. LANDING GEAR DOOR 'NOT LATCHED' LIGHT ILLUMINATED. SLOW FLEW AIRCRAFT AT 220 KNOTS. ADJUSTED LEFT GEAR DOOR UPLATCH IAW DC8 MM 32-31-4.									
3260 ABXA	812AX 46126	DOUG DC863F				CONTROL BOX 0080004003	DEFECTIVE NLG WW		3/16/98 ABXA9800251
LANDING GEAR UNSAFE LIGHT WAS ON WITH NOSE LANDING GEAR UNLATCHED INDICATION. RECYCLED GEAR, NO HELP. REPLACED PROXIMITY CONTROL BOX AND NOSE LANDING GEAR UPLIMIT SWITCH IAW DC8 MM 32-60-0. OPS CHECKED GOOD.									
3260 CKSA	8052U 46009	DOUG DC8F54				STRIKER	MISALIGNED RT MLG DOOR		11/1/97 CKSA97561
AFTER GEAR RETRACTION, LANDING GEAR UNSAFE LIGHT REMAINED ILLUMINATED BRIGHT. PERFORMED UPLATCH CHECK LIGHT REMAINED ILLUMINATED. PERFORMED UNSATISFACTORY UPLATCH CHECK PER FOM AND CYCLED GEAR. LIGHT REMAINED ILLUMINATED BRIGHT RETURNED TO KMIA PER SYSTEMS CONTROL. TROUBLESHOT IAW WIRING DIAGRAM M 32-1-0 AND FOUND RT LANDING GEAR DOOR STRIKER AND SWITCH MISALIGNED, NOT SECURED. SECURED SWITCH AND TARGET AND PERFORMED LANDING GEAR RETRACTION TEST IAW MM 32-7-0, OPS CHECK NORMAL.									

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3310 IXXA	821BX 45811	DOUG DC871F				BALLAST BA170	DEFECTIVE COCKPIT		4/22/98 IXXA9800043
EN ROUTE, A BURNING ODOR WAS SENSED IN THE COCKPIT WHEN THE GLARESHIELD FLUORESCENT LIGHTING WAS ILLUMINATED. THE LIGHTING SYSTEM WAS TURNED OFF AND THE ODOR SUBSIDED AND THE FLIGHT CONTINUED TO TOL. MAINTENANCE INSPECTED AND FOUND THE GLARESHIELD LIGHT BALLAST DEFECTIVE. THE GLARESHIELD LIGHTING WAS PLACED ON DEFERRAL AND THE AIRCRAFT WAS RETURNED TO SERVICE.									
3310 CKSA	8052U 46009	DOUG DC8F54				WIRE	CHAFED GLARESHIELD		12/29/97 CKSA97615
ON DESCENT, SMOKE BEGAN EMANATING FROM CO-PILOT'S SIDE PANEL AREA. CAPT CALLED FOR ELECTRICAL FIRE SMOKE OF UNKNOWN ORIGIN CHECKLIST. DE-POWERED FLUORESCENT LIGHTS AND SMOKE STOPPED. UPON INSPECTION FOUND GLARESHIELD LIGHTING WIRING CHAFING AND AT FAULT. REPAIRED WIRING, OPS CHECK NORMAL ON GROUND IAW MM 33-13-0.									
3350 IPXA	748UP 45948	DOUG DC871F				BATTERY PACK	DISCHARGED CABIN		4/27/98 UPS98826509
EMERG EXIT LIGHTS ILLUMINATED AT ALL TIMES REGARDLESS OF CONTROL POSITION. REMOVED AND REPLACED EMER BATT PACK. OPS CHECK NORMAL (P/N ON 5708458-503 S/N FTL 010), (P/N OFF 60-1223-5 S/N 337).									
3350 IPXA	880UP 46080	DOUG DC873F				BATTERY PACK 5708458503	DISCHARGED CABIN		3/18/98 UPS98826138
INSPECTION TYPE-N/A, EMERGENCY EXIT LIGHTS DID NOT ILLUMINATE DURING BITE CHECK. REMOVED AND REPLACED EMERGENCY LIGHT BATTERY PACK, OPS CHECK OK.									
3417 DHXA	801DH 46033	DOUG DC873F				ADC 2587400176	UNSERVICABLE E/E COMPT		2/3/98 DHL98801001
AUTOPILOT HOLD FUNCTION UNUSABLE, NR 2 ALTIMETER TOTALLY UNRELIABLE, FLUCTUATIONS OF 500 FEET. REMOVED AND REPLACED ADC, OPS CHECK GOOD PER MM 34-11-0 AND 34-12-0.									
3422 TC8A	181SK 45910	DOUG DC862				DIRECTIONAL GYRO 25883025	REPLACED E/E COMPT	6330	3/31/98 TC8A98018
SHORTLY AFTER TAKEOFF, F/O COMPASS SYSTEM SPUN AND FROZEN. REMOVED AND REPLACED NR 1 DIRECTIONAL GYRO IAW MM 34-22-00, ALL OPERATIONS OK.									
3610 TC8A	802CK 45679	DOUG DC8F54	PWA JT3D3B			CLAMP	LOOSE PNEUMATIC DUCT		8/19/97 TC8A97043
ENGINE NR 4 ON DESCEND HIGH POWER SETTING, FIRE WARNING LIGHT ON, OK CRUISE POWER. TIGHTENED LOOSE CLAMP ON THE PNEUMATIC STARTER DUCTING. RAN NR 4 ENGINE AT POWER, NO DEFECT NOTED ON GROUND IAW M/M 26-10-0. FIRE WARNING OK.									
5210 DHXA	806DH 46002	DOUG DC873F				DOOR	DAMAGED PAX DOOR		2/11/98 DHL9880665C
AT C-CHECK, MAIN ENTRY DOOR TEMPORARY REPAIR INSTALLED ON UPPER FWD CORNER. REMOVED PREVIOUS DOUBLER AND FABRICATED NEW DOUBLER, 27 X 26 AND TRIPLER 22.25 X 19 PER SRM 53-2-0.									
5220 IPXA	703UP 45939	DOUG DC871F				BRACKET	CRACKED EMER EXIT DOOR		1/27/98 UPS98826063
INSPECTION TYPE-C, LT AFT OVERWING EXIT DOOR HAS 2 CRACK IN WINDOW FRAME TEE AT FWD LWR CORNER. REMOVED CRACKED BRACKET AND INSTALLED NEW ONE IAW DC8 SRM 51-1-2- AND 51-1-20D.									
5230 ABXA	805AX 45906	DOUG DC862			DOUG	DOOR 5649820	CRACKED CARGO COMPT		4/24/98 ABXA9800394
AFT LOWER CARGO DOOR LOWER SIDE HAS 2 CRACKS. REPAIRED PER DC8 SRM 52-4-2 AND 52-2-0.									

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5230 IPXA	703UP 45939	DOUG DC871F				DOUBLER	DAMAGED CARGO DOOR		1/22/98 UPS98826067
INSPECTION TYPE-C, LT SIDE FUSELAGE, FWD LT CORNER OF MAIN CARGO DOOR, REPAIR DOUBLER DAMAGED. BLENDED OUT DAMAGED EDGE OF LOWER SKIN IAW SRM 53-2-0 FIG 1F SHT 3 PG 2P. REPAIRED PER REO04323 REV B BY INSTALLING DOUBLER.									
5230 IPXA	703UP 45939	DOUG DC871F				FITTING	CRACKED CARGO DOOR		1/27/98 UPS98826065
INSPECTION TYPE-C, PIT DOOR CLOSE OUT FITTING CRACKED AT FS 1420 BL 0. REMOVED DOOR BARRIER CLOSE OUT. FABRICATED DOUBLER IAW DC8 SRM 53-2-0. ALODINED AND PRIMED AND INSTALLED DOUBLER IAW DC8 SRM 51-1-8, 51-1-20. FABRICATED FITTING IAW 5616673. ALODINED/PRIMED AND INSTALLED IAW DC8 SRM 51-1-8, 51-1-20. INSTALLED CLOSEOUT IAW DC8 SRM 51-3-0.									
5230 IPXA	868UP 45968	DOUG DC873F				MCD FRAME 577278795	MISSDRILLED CARGO DOOR		8/1/97 UPS97824156
INSPECTION TYPE-C, AFTER GAINING ACCESS TO MCD FRAME ON NR 674396, FOUND ADDITIONAL DOUBLE DRILLED HOLES AND 2 HOLES THAT WERE FLUSH PLUGGED. REMOVED, FABRICATED AND INSTALLED REPLACEMENT FRAME IAW SRM 51-1-21, 51-1-20D, 51-3-0, AND DWG 5772787.									
5311 ABXA	828AX 45999	DOUG DC863				FRAME 5755072501	CORRODED BS 1300		7/21/97 ABXA9701279
FOUND CORROSION DAMAGE ON LOWER FRAME FLANGE ON FS 1300 FRAME AT LONGERON 2R. REPAIRED IAW ABX REA D853-18441-MR.									
5311 IPXA	707UP 45907	DOUG DC871F				FRAME	CRACKED BS 99		2/26/98 UPS98826123
INSPECTION TYPE-C, NOSE SECTION LT SIDE AT STA 99 FRAME IS CRACKED IN TWO PLACES UPPER AND LWR SECTION OF SPLICE. STOP DRILLED CRACK ON UPPER FLANGE AND REMOVED DAMAGE ON LWR FLANGE AND REPAIRED IAW DHC SK 707-600 AND REFERENCE TO EO DC8 5310- 10296.									
5311 IXXA	830BX 45973	DOUG DC871F				FRAME	CORRODED BS 70	2907	3/2/98 IXXA9800044
DURING ROUTINE C-CHECK INSPECTION, CORROSION WAS FOUND ON FUSELAGE FRAME AT FUSELAGE STATION 70 BETWEEN LONGERONS 32 AND 33 RIGHT. REPAIR WAS ACCOMPLISHED BY CORROSION REMOVAL, FABRICATION AND INSTALLATION OF A NESTED ANGLE REPAIR DOUBLER IN ACCORDANCE WITH FAA DER APPROVED DRAWING E27-R04 AND ENGINEERING ORDER 53-DC8-820.									
5311 IPXA	868UP 45968	DOUG DC873F				FRAME	CORROSION BS 1060		8/1/97 UPS97824165
INSPECTION TYPE-C, FRAME LOWER FLANGE FS 1060 FROM LONG 36 TO 34R HAS CORROSION REMOVAL BEYOND LIMITS. REPAIRED IAW SRM 53-2-0, 51-1-20, AND 51-1-21.									
5311 IPXA	868UP 45968	DOUG DC873F				FRAME	CORRODED BS 280		8/3/97 UPS97824155
INSPECTION TYPE-C, FS 280 FRAME AT L-34 AND 35R HAS CORROSION REMOVAL BEYOND LIMITS. REPAIRED IAW SRM 51-1-21, 51-1-20D, AND DHC SK-868-939.									
5311 RRXA	791FT 46045	DOUG DC873F				FRAME 5759216501	GOUGED BS 1260		11/4/97 RRXA97299
DURING A MAINTENANCE VISIT, FOUND FRAME GOUGED IN UPPER FLANGE AND WEB AT STA 1260 AND BETWEEN LONGERONS 31R AND 32R. *S/D* REMOVED DAMAGED SECTION, FABRICATED AND INSTALLED DOUBLER REPAIR IAW FAA DER APPROVED TIMCO ENGINEERING SKETCH REO-03756. ALSO, IAW SRM 53-2-0, 53-4-1 AND 51-1-8.									
5311 RRXA	791FT 46045	DOUG DC873F				FRAME	MIS DRILLED BS 360		11/4/97 RRXA97291
DURING A MAINTENANCE VISIT, FOUND FRAME WITH MIS DRILLED HOLE AT STA 360 AND LONGERON 34R. *S/D* FABRICATED AND INSTALLED REPAIR STRAP IAW DC-8 SRM 53-2-0 FIGURE 1F, SHEET 3 AND FAA DER APPROVED TIMCO ENGINEERING SKETCH REO-03697.									

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5311 RRXA	791FT 46045	DOUG DC873F				FRAME 559764627	CRACKED BS 62.25		9/18/97 RRXA97269
DURING A MAINTENANCE VISIT, FOUND FRAME CRACKED IN WEB AT DOOR BAYONET FITTING AT, STA 62.25 LEFT SIDE. *S/D* REMOVED DAMAGED SECTION, FABRICATED AND INSTALLED 2 DOUBLERS REPAIRS IAW DAC DWG 5597646 AND FAA DER APPROVED ENGINEERING SKETCH REO-03655.									
5311 RRXA	791FT 46045	DOUG DC873F				FRAME 561194311	MISDRILLED BS 70		9/18/97 RRXA97270
DURING A MAINTENANCE VISIT, FOUND FRAME AT STA 70 BETWEEN LONGERONS 14L AND 20L HAS MULTIPLE MISSDRILLED HOLES IN DOUBLER IN THE INBD LEG. *S/D* REMOVED DAMAGED SECTION, FABRICATED AND INSTALLED REPAIR DOUBLER AND ANGLES IAW FAA DER APPROVED ENGINEERING SKETCH REO-03653. ALSO, IAW DC-8 SRM 53-2-0 FIGURE 2.									
5311 DHLA	805DH 46125	DOUG DC873F				CIRCUMFERENTIAL	CRACKED BS 440		5/26/97 DHL9780542C
AT C-CHECK, FORWARD CARGO COMPARTMENT AT FS 440 STR 31L CRACK ON CIRCUMFERENTIAL MOUNT FLANGE. STOP DRILLED CRACK AND FABRICATED REPAIR PER SRM 53-2-0. INSTALLED REPAIR PER SRM 51-1-72.									
5311 DHLA	805DH 46125	DOUG DC873F				CIRCUMFERENTIAL	CRACKED BS 460		5/26/97 DHL9780541C
AT C-CHECK, FORWARD CARGO COMPARTMENT AT FS 460L AT STR31L CRACKED ON CIRCUMFERENTIAL MOUNT FLANGE. STOP DRILLED CRACK, FABRICATED AND INSTALLED REPAIR PER SRM 53-2-0.									
5311 DHLA	805DH 46125	DOUG DC873F				CIRCUMFERENTIAL	CRACKED BS 140		5/26/97 DHL9780536C
AT C-CHECK, FORWARD CARGO COMPARTMENT AT BS 140L STR 31L ON CIRCUMFERENTIAL TOP PREVIOUS CRACK REPAIR BULGING. REMOVED PREVIOUS REPAIR AND FABRICATED NEW REPAIR PER SRM 53-2-0. INSTALLED NEW REPAIR PER SRM 51-1-22.									
5311 DHLA	805DH 46125	DOUG DC873F				CIRCUMFERENTIAL	CRACKED BS 420		5/28/97 DHL9780543C
AT C-CHECK, FORWARD CARGO COMPARTMENT AT FS 420R STR 31R CRACKED ON CIRCUMFERENTIAL MOUNT FLANGE. STOP DRILLED CRACK, FABRICATED REPAIR MOUNT FLANGE FS 420R STR 31R PER SRM 53-2-0, INSTALLED REPAIR PER SRM 51-1-22.									
5311 DHLA	805DH 46125	DOUG DC873F				CIRCUMFERENTIAL	CRACKED BS 400		5/28/97 DHL9780544C
AT C-CHECK, FORWARD CARGO COMPARTMENT AT FS 400L STR 31L HAS CRACK ON CIRCUMFERENTIAL MOUNT FLANGE. STOP DRILLED CRACK AND FABRICATED REPAIR PER SRM53-2-0. INSTALLED REPAIR AT MOUNT FLANGE FS 400L STR34L AND 31L PER SRM 51-1-21.									
5311 DHLA	805DH 46125	DOUG DC873F				CIRCUMFERENTIAL	CRACKED BS 380		5/23/97 DHL9780545C
AT C-CHECK, FORWARD CARGO COMPARTMENT AT FS 380, STR34L AND STR 33R, CIRCUMFERENTIAL TOP FLANGE HAS CRACK. STOP DRILLED CRACK AND FABRICATED REPAIR PARTS IAW SRM 53-2-0 FIG 1B. INSTALLED REPAIR PARTS PER 53-2-0 FIG 1B.									
5312 IPXA	803UP 46073	DOUG DC873F				BULKHEAD FITTING 5612149108	CRACKED BS 1818		3/20/98 UPS98826491
INSPECTION TYPE:D, F/S 1818 CANTED BULKHEAD FITTING AT LONGERON 1R CRACKED. REMOVED, FABRICATED, AND INSTALLED REPLACEMENT FITTING IAW SRM 51-1-21 AND DWG 5612149.									
5312 DHLA	805DH 46125	DOUG DC873F				BULKHEAD ANGLE	CRACKED BS 1781		5/23/97 DHL9780540C
AT C-CHECK, EMPENNAGE AFT OF PRESSURE DOME BULKHEAD FS 1781 LT SIDE ATTACH ANGLES 18 AND 19 TO PRESSURE DOME HAS HAIRLINE CRACK. STOP DRILLED CRACK AND INSTALLED REPAIR DOUBLER PER DOUGLAS SRM 53-2-0 FIG 1B.									

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5313 ABXA	801AX 46077	DOUG DC862			DOUG	LONGERON S2641455	CORRODED BS 1190		4/13/98 ABXA9800389
LONGERON 36 SEVERELY CORRODED AT F/S 1190. REPAIRED IAW ABX REA D853-22883 AND DC8 SRM 51-1-8.									
5313 ABXA	802AX 46134	DOUG DC862				LONGERON 5646444	CRACKED BS 960-980		7/21/97 ABXA9701284
FORWARD WEB AT FS 960 TO 980, LONGERON 24 IS CRACKED. REPAIRED IAW DC-8 SRM 53-2-0.									
5313 CKSA	811CK 46147	DOUG DC863F				STRINGER	CRACKED BS 1700		4/20/98 CKSA98267
DURING ROUTINE CPCP INSPECTION, FOUND LEVEL 2 CORROSION, FS 1700 STRINGER 29R CRACKED AT END. STRESS CRACK (CORROSION) .0625 TO END OF STRINGER 29R FROM LAST FASTENER. REPAIRED STRINGER IAW EDR NO D805818 AND AIA/E/2808 DTD APRIL 18, 1998. CORROSION TASK CARD NUMBER 5600-0551. NON-ROUTINE TASK CARD NUMBER 23341.									
5313 CKSA	811CK 46147	DOUG DC863F				STRINGER	CRACKED BS 1700		4/20/98 CKSA98266
DURING ROUTINE CPCP INSPECTION, FOUND LEVEL 2 CORROSION. STRINGER 26 POSSIBLE INDICATION OF CRACK. COMPLIED WITH HFEC INSPECTION, DETERMINED CRACK TO RUN FWD TO APPROX .0625 FROM 2ND FASTENER. FITTING CRACKED DUE TO CORROSION STRESS AT BOLT ATTACH POINT. REMOVED CRACKED STR FITTING S26R IAW DC-8 SRM 51-1-21. DRILLED NEW FITTING IAW DC-8 SRM 51-1-21. INSTALLED STRINGER FITTING IAW DC-8 SRM 51-1-21. CORROSION TASK CARD NUMBER 5600-0551. NON-ROUTINE TASK CARD NUMBER 23285.									
5313 IPXA	868UP 45968	DOUG DC873F				LONGERON	CORRODED BS 1700		8/9/97 UPS97824154
INSPECTION TYPE-C, FS 1700 LONGERON 29L HAS HEAVY CORROSION. REMOVED, FABRICATED AND INSTALLED REPLACEMENT SECTION OF LONG IAW SRM 53-2-0 FROM FS 1690 TO 1705.									
5313 IPXA	868UP 45968	DOUG DC873F				LONGERON 2641455	CORRODED BS 8-70		7/26/97 UPS97824162
INSPECTION TYPE-C, LONGERON 30R FS 8 TO 70 CORRODED BEYOND ALLOWABLE LIMITS. REMOVED, FABRICATED AND INSTALLED REPLACEMENT LONGERON IAW SRM 51-3-1, 51-3-0, 51-1-21 AND DWG 2641455.									
5313 IPXA	803UP 46073	DOUG DC873F				LONGERON 561386110	CORRODED BS 8-70		4/14/98 UPS98826505
INSPECTION TYPE:D, CORROSION REMOVAL BEYOND LIMITS LONGERON 31R F/S 8-70. REMOVED, FABRICATED, AND INSTALLED REPLACEMENT LONGERON IAW SRM 51-1-21 AND DWG 5613861.									
5315 DHLA	806DH 46002	DOUG DC873F				FLOORBEAM	CORRODED BS 1300		2/11/98 DHL9880660C
AT C-CHECK, AFT BAGGAGE COMPT RT SIDE TUNNEL AT STA 1300 FLOORBEAM CORRODED. CUT OUT BEAM, FABRICATED PER EO MMC382N0386 AND INSTALLED AT STA 1300, RBL 51. ANGLE 1.25 X 1.25 X 2.5 X 9.75.									
5315 DHLA	806DH 46002	DOUG DC873F				FLOORBEAM	CORRODED BS 1340		2/11/98 DHL9880661C
AT C-CHECK, AFT BAGGAGE COMPT RT TUNNEL AT STA 1340, FLOORBEAM CORRODED. CUT OUT DAMAGED SECTION OF FLOORBEAM AND FABRICATED FILLER AND ANGLE PER EO MMC382N0367. INSTALLED REPAIR PARTS PER THE EO, FILLER 1 X 1 ANGLE, 25 X 7.5.									
5315 IPXA	803UP 46073	DOUG DC873F				FLOORBEAM	CORRODED BS 880		4/2/98 UPS98826489
INSPECTION TYPE:D, F/S 880 FLOORBEAM NUT PLATE HOLES CORRODED RBL 5 TO RBL 35. REPAIRED IAW DHC SK-803-780.									

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5315 IPXA	803UP 46073	DOUG DC873F				FLOORBEAM	CORRODED BS 717		4/2/98 UPS98826501
INSPECTION TYPE:D, F/S 717 FLOORBEAM RT SIDE RBL 35 UPPER CAP CORROSION REMOVAL BEYOND LIMITS. REPAIRED IAW DHC SK-803-786.									
5320 ABXA	846AX 46158	DOUG DC861			DOUG	DOUBLER 561537275	CRACKED BS 1350		1/8/98 ABXA9800084
FINGER DOUBLER CORRODED AND CRACKED BEYOND LIMITS AT STATION 1350 BETWEEN LONGERON 34R-34L. REPAIRED IAW DACO DWG 5615372 AND SRM 51-1-21.									
5320 ABXA	846AX 46158	DOUG DC861			DOUG	FITTING 5758571517	CRACKED BS 1500		1/8/98 ABXA9800085
STA 1500 ABOVE STR 33L TRACK SUPPORT FITTING IS CRACKED HORIZONTALLY ON UPPER FLANGE. REPAIRED IAW SRM 51-1-20D.									
5320 ABXA	846AX 46158	DOUG DC861			DOUG	SUPPORT 97537841	CORRODED BS 70		2/1/98 ABXA9800086
FWD CARGO COMPARTMENT, STA 70 AT LONGERON 33R TO 35R, FLOOR SUPPORT ANGLE HAS HEAVY EXFOLIATION CORROSION. REPAIRED IAW DC8 SRM 53-2-0.									
5320 ABXA	805AX 45906	DOUG DC862			DOUG	DOUBLER 56144389	CRACKED FUSELAGE		4/22/98 ABXA9800375
INTERNAL DOUBLER AT GROUND AIR CONNECTION IS CRACKED. REPAIRED PER ABX REA D853-22653 MR.									
5320 ABXA	801AX 46077	DOUG DC862			DOUG	FITTING 37546251	CRACKED BS 1180-1200		4/13/98 ABXA9800388
STATION 1180-1200 STRINGER 36 SPLICE FITTING IS CRACKED. REPAIRED IAW ABX REA D853-22883 AND DC8 SRM 51-1-20D.									
5320 ABXA	801AX 46077	DOUG DC862			DOUG	FITTING 37502571	CRACKED BS 620-640		3/29/98 ABXA9800380
STATION 620-640 STRINGER 31R SPLICE FITTING IS CRACKED. REPAIRED IAW DC8 SRM 51-1-20D.									
5320 ABXA	801AX 46077	DOUG DC862			DOUG	SPLICE 3750330523	CRACKED BS 600-620		4/16/98 ABXA9800387
STRINGER 27R, SPLICE BETWEEN STATION 600 AND STATION 620 IS CRACKED. REPLACED STRINGER SPLICE IAW DC8 SRM 51-1-21.									
5320 ABXA	801AX 46077	DOUG DC862			DOUG	ANGLE 564660832	CRACKED BS 1380		3/29/98 ABXA9800381
STATION 1380 BULKHEAD RIGHT, FORWARD SIDE, LOWER INTERCOSTAL, OUTBOARD FORWARD IS CRACKED ON UNDERSIDE. REPAIRED IAW DACO DWG 5646608 AND DC8 SRM 53-2-0.									
5320 ABXA	814AX 46041	DOUG DC863F			DOUG	INTERCOSTAL 5750726176	CRACKED BS 400		2/22/98 ABXA980022
INTERCOSTAL UPPER FLANGE CRACKED AT LONGERON 33R JUST AFT OF FUSE STA 400. REPAIRED IAW DWG 5750726 AND DC8 SRM 51-1-21.									
5320 ABXA	814AX 46041	DOUG DC863F			DOUG	FITTING 3754946	CRACKED BS 1220		3/2/98 ABXA980021
FLOORBEAM END FITTING IS CRACKED AT STA 1220 AND STR 21R. REPAIRED IAW DWG 3754946 AND DC8 SRM 51-1-20.									
5320 IXXA	822BX 45813	DOUG DC871F				DOUBLER	CRACKED BS 1160-1680	2957	6/4/97 IXXA9700112
DURING ROUTINE C-CHECK INSPECTION, A CRACK WAS FOUND ON AN INTERNAL REPAIR DOUBLER BETWEEN FUSELAGE STATION 1160 AND 1680, LONGERON 27 AND 28 RIGHT. REPAIR ACCOMPLISHED REMOVAL OF DAMAGED AREA, FABRICATION AND INSTALLATION OF NEW REPAIR DOUBLER IN ACCORDANCE WITH DER APPROVED DRAWING 853-206-97 AND ENGINEERING ORDER 53-DC8-720.									

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5320 IPXA	707UP 45907	DOUG DC871F				FITTING 3755843501N	CRACKED BS 1200		3/1/98 UPS98826061
INSPECTION TYPE-C, BATHTUB FITTING IS CRACKED AT FS 1200 BETWEEN STR 34R AND 35R. REMOVED AND REPLACED FITTING IAW SRM 51-1-20D.									
5320 IPXA	707UP 45907	DOUG DC871F				SHEAR TIE	CRACKED BS 1520		3/2/98 UPS98826073
INSPECTION TYPE-C, AFT PIT FS 1520 SHEAR TIE BETWEEN LONGERONS 31L TO 32L LEFT SIDE IS CRACKED. REPAIRED IAW SRM 53-2-0.									
5320 IPXA	707UP 45907	DOUG DC871F				FITTING 37508651N	CRACKED BS 1750		3/4/98 UPS98826120
INSPECTION TYPE-C, AFT FUSELAGE TAIL SKID FITTING IS CRACKED AT BOTH END BOLT HOLES AT STA 1750 BL 0. REMOVED AND REPLACED FITTING IAW SRM 51-1-20D.									
5320 IPXA	707UP 45907	DOUG DC871F				SHEAR TIE 3755841501	CRACKED BS 1200		3/4/98 UPS98826071
INSPECTION TYPE-C, SHEAR TIE CRACKED FS 1200 STR 33R TO 34R. REMOVED AND REPLACED FITTING IAW SRM 51-1-20D.									
5320 IPXA	707UP 45907	DOUG DC871F				CUSP	CORROSION BS 240-260		2/25/98 UPS98826058
INSPECTION TYPE-C, FS 240 TO 260 RT CUSP UPPER SURFACE HAS SEVERE CORROSION. REPAIRED IAW SRM 53-2-5.									
5320 IPXA	707UP 45907	DOUG DC871F				FITTING 3754041501	CRACKED BS 320		2/25/98 UPS98826124
INSPECTION TYPE-C, STA 320 AT STR 26L, DOOR OPEN STOP FITTING IS CRACKED. REMOVED AND REPLACED FITTING IAW SRM 51-1-20D.									
5320 IPXA	707UP 45907	DOUG DC871F				DOUBLER 564932949	CORRODED BS 1766		3/1/98 UPS98826068
INSPECTION TYPE-C, LWR INTERNAL DOUBLER CORRODED FS 1766 LBL 3. REMOVED, FABRICATED AND INSTALLED REPLACEMENT DOUBLER IAW SRM 51-1-21 AND DWG 5649329.									
5320 IPXA	707UP 45907	DOUG DC871F				FITTING 37558412	CRACKED BS 1160		3/4/98 UPS98826122
INSPECTION TYPE-C, STA 1160 AND STR 33R AND 34R SHEAR TIE IS CRACKED. REMOVED AND REPLACED FITTING IAW SRM 53-2-0 FIG 2D.									
5320 IPXA	707UP 45907	DOUG DC871F				FITTING 3754041501	CRACKED BS 300		2/25/98 UPS98826125
INSPECTION TYPE-C, STA 300 AT STR 26L, THE DOOR OPEN STOP FITTING IS CRACKED. REMOVED AND REPLACED FITTING IAW SRM 51-1-20D.									
5320 IPXA	707UP 45907	DOUG DC871F				FITTING 37558541	CRACKED BS 1200		2/25/98 UPS98826126
INSPECTION TYPE-C, STA 1200 AT STR 26L, THE DOOR OPEN STOP FITTING IS CRACKED. REMOVED AND REPLACED FITTING IAW SRM 51-1-20D.									
5320 IPXA	707UP 45907	DOUG DC871F				FITTING 3755854502	CRACKED BS 1180		2/25/98 UPS98826127
INSPECTION TYPE-C, STA 1180 AT STR 26L, THE DOOR OPEN STOP FITTING IS CRACKED. REMOVED AND REPLACED THE FITTING IAW SRM 51-1-20D.									
5320 IPXA	703UP 45939	DOUG DC871F				FITTING 37048412	DAMAGED LT WING		2/26/98 UPS98826062
INSPECTION TYPE-C, 505-E XRS 74.9. STRINGER 51 END FITTING HAS ELONGATED HOLE THROUGH FITTING'S WING SKIN. INSTALLED BUSHING IAW DC8-SRM 51-1-25 AND REO 04389. ALODINED AND PRIMED IAW DC8 SRM 51-1-8 AND INSTALLED NEW FITTING IAW 51-1-20D, DC8 SRM 51-1-11 AND DC8 SRM 51-3-0 AND REO-04389.									

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5320 IPXA	703UP 45939	DOUG DC871F				FITTING	CORRODED BS 300		1/24/98 UPS98826069
INSPECTION TYPE-C, LWR FWD CARGO COMPT STN 300.00, LONG 33L AND 32L CORRODED BATH TUB FITTING. REMOVED OLD FITTING IAW DC8 SRM 51-1-20D. RECEIVED NEW PART 3755822- 505. LOCATED AND DRILLED NEW PART IAW DC8 SRM 51-3-2. REMOVED CORROSION, ALODINED AND PRIMED IAW DC8 SRMK 51-1-8. INSTALLED IAW SRM 51-1- 20D.									
5320 IPXA	703UP 45939	DOUG DC871F				ANGLE	CRACKED FWD FUSELAGE		1/21/98 UPS98826066
INSPECTION TYPE-C, LT RAIN REMOVAL PLENUM HAS 1 CRACK ON SUPPORT ANGLE (I/B SIDE OF CHAMBER). FABBED, INSTALLED REPAIR ANGLE IAW REO04273.									
5320 IPXA	750UP 45950	DOUG DC871F				FITTING	CRACKED BS 1160		1/20/98 UPS98825689
INSPECTION TYPE-C, C-3 CARGO FS 1160 RT FLOORBEAM SUPPORT FITTING IS CRACKED ON LWR END. REMOVED, FABRICATED, AND INSTALLED REPLACEMENT FITTING IAW SRM51-3-0 AND DWG 9754024.									
5320 IPXA	750UP 45950	DOUG DC871F				DOUBLER	CORRODED BS 35-55		1/20/98 UPS98825693
INSPECTION TYPE-C, FUSELAGE DOUBLER ABOVE L30R BETWEEN FS 35 TO 55 CORRODED BEYOND LIMITS. REMOVED, FABRICATED, AND INSTALLED REPLACEMENT DOUBLER IAW SRM 51-1-21.									
5320 IPXA	750UP 45950	DOUG DC871F				FITTING 37558451	CORRODED BS 1200		1/20/98 UPS98825697
INSPECTION TYPE-C, FS 1200 BTWN STR 34L TO 35L TIE FITTING HAS HEAVY CORROSION. REMOVED AND REPLACED FITTING IAW SRM 51-1-20D.									
5320 IPXA	750UP 45950	DOUG DC871F				FITTING 37558451	CORRODED BS 1200		1/20/98 UPS98825696
INSPECTION TYPE-C, FS 1200 BTWN STR 35R TO 36 TIE FITTING HAS HEAVY CORROSION. REMOVED AND REPLACED FITTING IAW SRM 51-1-20D.									
5320 IPXA	752UP 45952	DOUG DC871F				SPLICE	CRACKED BS 600-620		2/11/98 UPS98825796
INSPECTION TYPE-C, FS 600 TO 620 STR 31R SPLICE FITTING IS CRACKED. REMOVED AND REPLACED FITTING IAW SRM 51-1-20D.									
5320 IPXA	752UP 45952	DOUG DC871F				FITTING	CORROSION BS 274		2/11/98 UPS98825793
INSPECTION TYPE-C, LONGERON END FITTING AT FS 274 STR 31R HAS HEAVY CORROSION AROUND FASTENERS. REMOVED AND REPLACED FITTING IAW SRM 51-1-210D.									
5320 IPXA	752UP 45952	DOUG DC871F				SPLICE	CRACKED BS 440-460		2/11/98 UPS98825788
INSPECTION TYPE-C, FS 440 TO 460 STR 31R SPLICE FITTING IS CRACKED. REMOVED AND REPLACED FITTING IAW SRM 51-1-20D.									
5320 IPXA	752UP 45952	DOUG DC871F				SPLICE	CRACKED BS 440-460		2/11/98 UPS98825790
INSPECTION TYPE-C, FS 440 TO 460 STR 31L SPLICE FITTING IS CRACKED. REMOVED AND REPLACED FITTING IAW SRM 51-1-21D.									
5320 IPXA	752UP 45952	DOUG DC871F				DOUBLER	CORRODED BS 35-55		2/9/98 UPS98825795
INSPECTION TYPE-C, HEAVY CORROSION BETWEEN INTERNAL DOUBLER AND SKIN AT LONGERON 31R AND BETWEEN FS 35 AND 55. REMOVED, FABRICATED, AND REPLACED DOUBLER IAW SRM 53-3-1 AND 51-1-21.									

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5320 IPXA	752UP 45952	DOUG DC871F				SPLICE	CRACKED BS 600-620		2/9/98 UPS98825792
INSPECTION TYPE-C, NR 1 PIT AT STA 600 TO 620 STR 31L SPLICE FITTING IS CRACKED. REMOVED AND REPLACED FITTING IAW SRM 51-1-20D.									
5320 IPXA	730UP 46030	DOUG DC871F				DOUBLER	CORRODED FUSELAGE		4/4/98 UPS98826361
CORROSION ON INNER DOUBLER BELOW EXT AIR CONDITIONING RECEPTACLE ON RT SIDE ABOVE FWD E/E COMP. REMOVED CORROSION ON INNER DOUBLER. ACCOMPLISHED EO DC8-5330-8942-D INTERM REPAIR.									
5320 IXXA	823BX 46064	DOUG DC871F				FITTING	CRACKED BS 450	2851	2/4/98 IXXA9800042
DURING ROUTINE C-CHECK INSPECTION, A CRACK WAS DETECTED ON LONGERON 35 LEFT SPLICE FITTING AT FUSELAGE STATION 450. REPAIR WAS ACCOMPLISHED BY REMOVAL OF DAMAGED FITTING, FABRICATION AND INSTALLATION A NEW SPLICE FITTING IN ACCORDANCE WITH FAA DER APPROVED DRAWING COO-8-53-059-98 AND ENGINEERING ORDER 53-DC8-796.									
5320 IPXA	866UP 45966	DOUG DC873F				FITTING 37508342N	CRACKED BS 640		2/5/98 UPS98825778
INSPECTION TYPE-C, FWD ACC COMP FS 640 - THE KEEL BEAM TIE FITTING TO BULKHEAD FRAME IS CRACKED (TOP/INSIDE) AND BOTTOM. REMOVED AND REPLACED FITTING IAW SRM 51-1-20D.									
5320 IPXA	866UP 45966	DOUG DC873F				FITTING	CRACKED BS 660		2/5/98 UPS98825779
INSPECTION TYPE-C, FWD ACC COMP AT FS 660 - KEEL BEAM TIE FITTING TO STRINGER 35R IS CRACKED IN UPPER RADIUS. REMOVED AND REPLACED FITTING IAW SRM 51-3-1 AND 53-1-0.									
5320 IPXA	868UP 45968	DOUG DC873F				DOUBLER	CORRODED BS 610		7/25/97 UPS97824166
INSPECTION TYPE-C, FS 610 STR 35R HEAVY CORROSION BTWN TEAR STRAP AND FINGER DOUBLER. REMOVED, FABRICATED AND INSTALLED REPLACEMENT DOUBLER AND SPLICE STRAP IAW SRM 53-2-0, DWG 5779913 AND DHC SK-868-489.									
5320 IPXA	868UP 45968	DOUG DC873F				PRESURE WEB	CORRODED BS 980		7/26/97 UPS97824151
INSPECTION TYPE-C, FS 980 AT LONGERON 30R ON AFT WALL OF WHEEL WELL HAS HEAVY CORROSION PRESURE WEB. REPAIRED IAW DHC SK-868-727.									
5320 IPXA	868UP 45968	DOUG DC873F				FITTING 4641324N	CORRODED BS 1690		8/9/97 UPS97824150
INSPECTION TYPE-C, FS 1690 AT LONGRON 29L END FITTING HAS HEAVY CORROSION. REMOVED AND REPLACED FITTING IAW SRM 51-1-20D.									
5320 IPXA	868UP 45968	DOUG DC873F				SUPPORT	CORRODED BS 1220		7/27/97 UPS97824157
INSPECTION TYPE-C, C-3 CARGO PIT FLOOR SUPPORT ANGLE AT FS 1220 BTWN LONG 30L TO 36 HAS HEAVY CORROSION THROUGHOUT, AROUND NUT PLATES. REPAIRED IAW SRM 53-2-0 AND 51-1-20.									
5320 DHILA	806DH 46002	DOUG DC873F				CIRCUMFERENTIAL	CORRODED BS 1240		2/11/98 DHL9880662C
AT C-CHECK, AFT BAGGAGE COMPT RT SIDE FLOOR AREA STA 1240 CORROSION ON CIRCUMFERENTIAL. FABRICATED REPAIR ANGLE AND STRAP PER SRM 51-1-21 AND EO MMC38N0374. 9 X 1 X 2.25 AT FS 1240 BETWEEN STR 6R.									

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5320 RRXA	791FT 46045	DOUG DC873F				DRAIN MAST 5756067	DELETED BS 1726.656		11/4/97 RRXA97304
DURING A MAINTENANCE VISIT, DELETED PART DRAIN MAST (P/N 5756067). DRAIN MAST NO LONGER REQUIRED AFT LWR FUSELAGE AT STA 1726.656. REMOVED DRAIN MAST AND INSTALLED BLANK-OFF PLATE TO COVER REMAINING HOLES IAW FAA DER APPROVED ENGINEERING SKETCH REO-03774.									
5320 RRXA	791FT 46045	DOUG DC873F				FITTING 381767	DAMAGED FWD FRAME		11/4/97 RRXA97307
DURING A MAINTENANCE VISIT, FOUND FWD FRAME FITTING (P/N 3891767) DAMAGED BEYOND REPAIR IAW DC-8 SRM. PART AND REPAIR MATERAIL WAS NOT AVAILABLE FOR PURCHASE. FABRICATED NEW FITTING BY MATERAIL SUBSTITUTION IAW FAA APPROVED DER ENGINEERING SKETCH REO-03840.									
5320 RRXA	791FT 46045	DOUG DC873F				FITTING 46438611	DAMAGED DOOR JAMB		11/4/97 RRXA97301
DURING A MAINTENANCE VISIT, FOUND I/B DOOR JAMB FITTING (P/N 4643861) DAMAGED BEYOND LIMITATIONS IAW DC-8 SRM. (P/N 4643861-1) IS FABRICATED FROM 2014-T6 ALUMINUM FORGING BLANK 4641554-1. THIS FORGING BLANK IS NOT AVAILABLE FOR PURCHASE. FABRICATED BY SUBSTITUTION AND INSTALLED NEW FITTING IAW FAA APPROVED DER TIMCO ENGINEERING SKETCH REO-03759.									
5320 RRXA	791FT 46045	DOUG DC873F				FITTING 5711283	CORRODED CARGO NET		11/4/97 RRXA97293
DURING A MAINTENANCE VISIT, FOUND FITTING (P/N 5711283-514, -515) CORRODED BEYOND LIMITATIONS IAW DC-8 SRM. (P/N 5711283-514, -515) IS MADE FROM 7075 FORGING BLANK, (P/N 4710626). THIS FORGING IS NOT AVAILABLE, MATERAIL SUBSTITUTED IAW FAA APPROVED DER TIMCO REO-03712.									
5320 RRXA	791FT 46045	DOUG DC873F				PANEL	DEEP SCORING RT MLG WW		9/23/97 RRXA97273
DURING A MAINTENANCE VISIT, FOUND (P/N 5651221-16) RIGHT MLG W/WELL CORRUGATED WEB IS DEEPLY SCORED, FABRICATING NEW PNL IAW REO-03674. *S/D* DYE PENETRATED PANEL WEB AFTER FABRICATION IAW MIL-I-25135 NO DEFECTS NOTED, ALODINED AND PRIMED IAW DC-8 SRM 51-1-8.									
5320 RRXA	791FT 46045	DOUG DC873F				JAMB 5641013	CRACKED CARGO DOORWAY		9/22/97 RRXA97271
DURING A MAINTENANCE VISIT, FOUND NR 4 LOWER CARGO PIT DOOR JAM/PAN (P/N 5641013) HAS NUMEROUS CRACKS AND HOLES. REQUESTED REPAIR SCHEME TO SPLICE IN NEW SECTION. FABRICATED AND INSTALLED REPAIR DOUBLER IAW FAA DER APPROVED TIMCO ENGINEERING SKETCH REO-03671, AND SRM 53-2-0.									
5320 RRXA	791FT 46045	DOUG DC873F				JAMB 9754028501	GOUGE BS 300		9/22/97 RRXA97272
DURING A MAINTENANCE VISIT, FOUND NR 1 CARGO PIT DOOR JAMB DAMAGED AT UPPER CORNER, TANGENT IN A DIFFERENT LOCATION OTHER THAN SHOWN IAW DC-8 SRM 53-2-0, FIGURE 22 SHEET 3. *S/D* REPAIRED DOOR JAMB IAW FAA DER APPROVED TIMCO ENGINEERING SKETCH REO-03672 REV A, AND DC-8 SRM 53-2-0 FIGURE 22. ALSO, TREATED AND PRIMED AREA IAW SRM 51-1-8.									
5320 IPXA	813UP 46059	DOUG DC873F				CLIP 577384444	CRACKED BS 1766		3/13/98 UPS98826129
INSPECTION TYPE-C, LONG 5R AFT BULKHEAD CLIP IS CRACKED AT STA 1766. REMOVED AND REPLACED CLIP IAW DWG 5773844.									
5320 IPXA	803UP 46073	DOUG DC873F				INTERCOSTAL 57044081	CRACKED BS 1480-1500		4/2/98 UPS98826330
INSPECTION TYPE-C, MAIN CABIN AT STA 1480 TO 1500 AT STR 2R, THE INTERCOSTAL AND ATTACH CLIP BOTH ARE CRACKED. REMOVED, FABRICATED AND INSTALLED REPLACEMENT INTERCOSTAL AND ATTACH CLIP IAW DWG 5704408 AND SRM 53-4-1 FIG 49.									
5320 IPXA	803UP 46073	DOUG DC873F				SPLICE 38896211	CORRODED BS 1580-1600		4/1/98 UPS98826486
INSPECTION TYPE:C, SEAT TRACK SPLICE CORRODED BEYOND LIMITS F/S 1580-1600 RBL 48 AFT ACCY COMP. REMOVED, FABRICATED, AND INSTALLED REPLACEMENT SPLICE IAW SRM 51-3-0 AND DWG 3889621.									

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5320 IPXA	803UP 46073	DOUG DC873F				FITTING 3773159501	CRACKED BS 1480		3/30/98 UPS98826487
INSPECTION TYPE:D, F/S 1480 ABOVE STR 27L - FLOORBEAM SUPPORT FITTING HAS HEAVY CORROSION/CRACKING ON BOTTOM. REMOVED, FABRICATED, AND INSTALLED REPLACEMENT FITTING IAW SRM 51-1-20D.									
5320 IPXA	803UP 46073	DOUG DC873F				FITTING 46143971N	CRACKED BS 70		4/14/98 UPS98826484
INSPECTION TYPE:C, INBD LONGERON TO BULKHEAD FITTING IS CRACKED F/S 70 L-31R. REMOVED AND REPLACED FITTING IAW SRM 51-1-21.									
5320 IPXA	803UP 46073	DOUG DC873F				DOUBLER	CORRODED BS 59		4/2/98 UPS98826497
INSPECTION TYPE:D LT NOSE W/W TUNNEL HAS CORROSION OUT OF LIMITS ON SUB FRAME ATTACH DOUBLER F/S -59 L 22L-23L. REMOVED, FABRICATED, AND INSTALLED REPLACEMENT DOUBLER IAW SRM 51-1- 20D AND 53-3-0.									
5320 IPXA	803UP 46073	DOUG DC873F				PRESURE WEB	CORRODED BS 52-67		4/1/98 UPS98826502
INSPECTION TYPE:D, RT NOSE W/W TUNNEL PRESSURE WEB HAS HEAVY CORROSION FROM F/S -52 TO -67. REPAIRED IAW DHC SK 803-610.									
5320 IPXA	803UP 46073	DOUG DC873F				FITTING 56422051	CRACKED LT WING		3/26/98 UPS98826488
INSPECTION TYPE:D, LT WING T/E THE LWR REAR SPAR TO AUX SPAR TIE FITTING IS CRACKED. REMOVED, FABRICATED, AND INSTALLED REPLACEMENT FITTING IAW DHC SK- 803-491 WITH REF TO UPS EO DC8-5720-10228-E.									
5320 IPXA	803UP 46073	DOUG DC873F				FORMER 449950341	CRACKED BS 55		4/15/98 UPS98826504
INSPECTION TYPE:D F/S 55 FRAME FORMER CRACKED BETWEEN LONGERON 27-28 RT. REMOVED, FABRICATED, AND INSTALLED REPLACEMENT FORMER IAW SRM 53-2-0.									
5320 IPXA	803UP 46073	DOUG DC873F				DOUBLER	CORRODED BS 35-55		4/13/98 UPS98826506
INSPECTION TYPE:D, F/S 35-55 A/C DOUBLER HAS HEAVY CORROSION UNDER NUTPLATES UNDER O/B FLANGE OF LONGERON 30R. REMOVED, FABRICATED, AND REPLACED DOUBLER IAW SRM 51-1-20D AND DWG 5649028.									
5320 IPXA	803UP 46073	DOUG DC873F				PRESURE WEB	CORRODED BS 12		4/1/98 UPS98826507
INSPECTION TYPE:D RT NOSE W/W TUNNEL PRESSURE WEB HAS HEAVY CORROSION AT F/S -12 UNDER STIFFENER RBL 35-46. REPAIRED IAW DHC SK-803-617.									
5320 IPXA	803UP 46073	DOUG DC873F				FITTING 47731471	CORRODED BS 1600		4/6/98 UPS98826500
INSPECTION TYPE:D, RT AFT SERVICE DOOR F/S 1600 AT CUSP AREA THE FRAME TO CUSP ATTACH ANGLE IS HEAVILY CORRODED. REMOVED AND REPLACED FITTING IAW SRM 51-1-20D.									
5320 DHXA	805DH 46125	DOUG DC873F				TRAPEZOID FTG 5750092505	CRACKED BS 902		5/29/97 DHL9780546C
DURING C-CHECK, LT TRAPEZOIDAL FITTING AT BS 902 IS CRACKED AT VERTICAL SUPPORT ARM FOR MLG TORQUE TUBE. TRAPEZOIDAL FITTING WAS REMOVED AND REPLACED PER DOUGLAS DRAWING NR 5750127 REV 5.									
5330 ABXA	802AX 46134	DOUG DC862				SKIN 5613861509	CRACKED BS 178-225		7/21/97 ABXA9701281
LOOSE RIVETS FOUND ON A DOUBLER AT FS 178 LT. WHEN REMOVED FOUND A 54 INCH CRACK AND AN 8 X 3.25 INCH CUTOUT IN THE FUSELAGE SKIN. INSTALLED DOUBLER AND FINGER DOUBLER IAW ABX REA D853-19550-MR.									

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5330 IXXA	822BX 45813	DOUG DC871F				PLATING	CORRODED BS 321	5/27/97 2957	IXXA9700115
DURING ROUTINE C-CHECK INSPECTION, CORROSION WAS FOUND ON THE EXTERNAL PLATING OF THE FORWARD BASKET DOOR AT FUSELAGE STATION 321. REPAIR ACCOMPLISHED REMOVAL OF DAMAGED AREA, FABRICATION AND INSTALLATION OF AN INTERNAL FILLER AND REPAIR DOUBLER IN ACCORDANCE WITH DOUGLAS AIRCRAFT COMPANY SRM 52-2-0, FIGURE 4, 51-1-8, AND 51-1-21.									
5330 IXXA	822BX 45813	DOUG DC871F				PLATING	CORRODED BS 360	5/28/97 2957	IXXA9700118
DURING ROUTINE C-CHECK INSPECTION, A CORROSION BULGE WAS FOUND ON THE EXTERNAL PLATING AT FUSELAGE STATION 360, LONGERON 35 RIGHT. REPAIR ACCOMPLISHED REMOVAL OF DAMAGED AREA, FABRICATION AND INSTALLATION OF AN INTERNAL FILLER AND AN EXTERNAL REPAIR DOUBLER IN ACCORDANCE WITH DER APPROVED DRAWING 853-208-97 AND ENGINEERING ORDER 53-DC8-721.									
5330 IPXA	750UP 45950	DOUG DC871F				SKIN	CORRODED BS 70	1/20/98 UPS98825695	
INSPECTION TYPE-C, FS 70 LONG-33L SKIN CORRODED OUT OF LIMITS. REPAIRED IAW DHC SK-750-649.									
5330 IPXA	750UP 45950	DOUG DC871F				SKIN	CORRODED BS 1690	1/20/98 UPS98825691	
INSPECTION TYPE-C, FS 1690 L-28L CORROSION REMOVAL BEYOND LIMITS. INSTALLED EXTERNAL SKIN REPAIR DOUBLER IAW SRM 53-2-1.									
5330 IXXA	830BX 45973	DOUG DC871F				PLATING	CORRODED BS 30	3/1/98 2907	IXXA9800047
DURING ROUTINE C-CHECK INSPECTION, CORROSION WAS DETECTED ON FUSELAGE EXTERNAL PLATING BETWEEN FUSELAGE STATIONS 30 AND 61 LONGERON 34 RIGHT. REPAIR ACCOMPLISHED BY REMOVAL OF DAMAGED AREA, FABRICATION AND INSTALLATION OF A REPAIR FILLER AND REPAIR DOUBLERS IN ACCORDANCE WITH FAA DER APPROVED DRAWING E27-R03 AND ENGINEERING ORDER 53-DC8-825.									
5330 IXXA	830BX 45973	DOUG DC871F				PLATING	CRACKED BS 418	3/1/98 2907	IXXA9800046
DURING ROUTINE C-CHECK INSPECTION, A CRACK WAS DETECTED AT THE LEFT FORWARD EMERGENCY EXIT DOOR LOWER AFT JAMB CORNER AT FUSELAGE STATION 418. REPAIR WAS ACCOMPLISHED BY REMOVAL OF DAMAGED AREA, FABRICATION AND INSTALLATION OF AN EXTERNAL REPAIR DOUBLER AND A TRIPLER IN ACCORDANCE WITH DOUGLAS FAX FILE ACTION 362047, FILE 98-03-05-005 AND ENGINEERING ORDER 53-DC8-822.									
5330 IXXA	830BX 45973	DOUG DC871F				PLATING	CORRODED BS 340	3/1/98 2907	IXXA9800045
DURING ROUTINE C-CHECK INSPECTION, CORROSION WAS FOUND ON THE FUSELAGE EXTERNAL PLATING AT FUSELAGE STATION 340 LONGERON 31 LEFT. REPAIR WAS ACCOMPLISHED BY CORROSION REMOVAL, FABRICATION AND INSTALLATION OF AN EXTERNAL REPAIR DOUBLER IN ACCORDANCE WITH FAA DER APPROVED DRAWING E27-R05 AND ENGINEERING ORDER 53-DC8-821.									
5330 IPXA	868UP 45968	DOUG DC873F				SKIN	CORRODED BS 660-680	7/26/97 UPS97824164	
INSPECTION TYPE-C, FS 660 TO 680 BTWN STR 35L TO 36 SKIN AT ANTENNA COAX HAS HEAVY CORROSION. ACCOMPLISHED TEMPORARY REPAIR IAW DHC SK-868-599. SKIN TO BE REPLACED AT NEXT D-CHECK OR 18 MONTHS WHICH EVER COMES FIRST.									
5330 DHXA	806DH 46002	DOUG DC873F				PANEL	DELAMINATED BS 650	1/2/98 DHL9880684C	
AT C-CHECK, AFT OF REAR SPAR BETWEEN STA 650 AND SKIN PANEL DELAMINATED. REMOVED AND INSTALLED NEW PANEL PER SRM 51-3-0.									
5330 RRXA	791FT 46045	DOUG DC873F				SKIN 5613861369	DINGED BS 62.25	11/4/97 RRXA97300	
DURING A MAINTENANCE VISIT, FOUND DING IN SKIN, BLEND-OUT REPAIR WENT BEYOND LIMITATIONS IAW DC-8 SRM AT STA 62.25 AND LONGERON 22L. *S/D* REPAIRED BY FABRICATED AND INSTALLED DOUBLER REPAIR BY WELDED IAW FAA DER APPROVED TIMCO ENGINEERING SKETCH REO-03857 AND DAC DWG 5644981-615.									

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5330 RRXA	791FT 46045	DOUG DC873F				SKIN 57727861	GOUGED CARGO DOORWAY		11/4/97 RRXA97298
DURING A MAINTENANCE VISIT, FOUND FUSELAGE SKIN HAS NUMEROUS GOUGES AND BLEND-OUTS LOCATED DIRECTLY BELOW MAIN CARGO DOOR CUTOUT. *S/D* BLEND-OUT DAMAGE BEYOND IAW DC-8 SRM 53-2-0 LIMITATIONS. FABRICATED AND INSTALLED REPAIR DOUBLER AND FILLER IAW FAA DER APPROVED TIMCO ENGINEERING SKETCH REO-03754.									
5330 RRXA	791FT 46045	DOUG DC873F				SKIN	CRACKED BS 220		11/4/97 RRXA97288
DURING A MAINTENANCE VISIT, FOUND SKIN PANEL CRACKED UNDER EXISTING DOUBLER BETWEEN STA 220 AND STA 240 AND LONGERONS 24L AND 25L. *S/D* REMOVED DAMAGED SECTION, FABRICATED AND INSTALLED DOUBLER AND SPLICE REPAIR IAW DAC DAW 5641013 AND FAA DER TIMCO ENGINEERING SKETCH REO-03671.									
5330 IPXA	803UP 46073	DOUG DC873F				SKIN	CORRODED BS 25-35		4/16/98 UPS98826503
INSPECTION TYPE:D, FUSELAGE SKIN EXFOLIATED BELOW EXISTING CUTOUT AT LG 27R BETWEEN F/S 25-35. REPAIRED IAW DHC SK-803-047.									
5330 DHLA	805DH 46125	DOUG DC873F				SKIN	CRACKED BS 1811		5/28/97 DHL9780547C
AT C-CHECK, EMP SECTION AT FS 1811, APPROX 12 LEFT FROM CENTERLINE, SKIN HAS SMALL CRACK, PREVIOUS CRACKS WITH TWO STOP DRILLS. TRIMMED OUT DAMAGE, CLEANED AREA, FABRICATED AND INSTALLED REPAIR DOUBLER PER DWG NR MMC D85330-7526.									
5330 RRXA	961R 46133	DOUG DC873F				SKIN	CORRODED BS 312		1/27/98 RRXA98021
DURING A MAINTENANCE VISIT, FOUND CORROSION ON EXTERIOR SKIN BEYOND LIMITATIONS IAW DC-8 SRM AT, STA 312 LONGERON 36. REMOVED ALL CORROSION IAW DC-8 SRM 51-1-8. FABRICATED AND INSTALLED REPAIR DOUBLER AND FILL IAW FAA DER APPROVED COTNEY ENGINEERING SKETCH D85-R03 AND DC-8 SRM 51-1-21.									
5330 RRXA	961R 46133	DOUG DC873F				SKIN	CORRODED BS 660		1/6/98 RRXA98019
DURING A MAINTENANCE VISIT, FOUND INTERIOR SKIN CORRODED BEYOND LIMITATIONS IAW DC-8 SRM AT, STA 660 AND BETWEEN LONGERONS 32 RIGHT AND 33 RIGHT. REMOVED ALL CORROSION AND TREATED AREA IAW DC-8 SRM 51-1-8. FABRICATED AND INSTALLED FILLER AND DOUBLER REPAIR IAW FAA DER APPROVED COTNEY ENGINEERING SKETCH D85-R01, DC-8 SRM 51-1-21.									
5343 IXXA	822BX 45813	DOUG DC871F				FITTING 5611425501	CRACKED LT MLG WW	2957	5/27/97 IXXA9700117
DURING ROUTINE C-CHECK INSPECTION, THE LEFT MAIN GEAR SUPPORT FITTING WAS FOUND TO BE CRACKED. REPAIR ACCOMPLISHED REMOVAL AND INSTALLATION OF A NEW MLG SUPPORT FITTING IN ACCORDANCE WITH DOUGLAS AIRCRAFT COMPANY SERVICE BULLETIN 57-94, REVISION 2.									
5347 ABXA	846AX 46158	DOUG DC861			DOUG	SEAT TRACK 4929147	CORRODED BS 200		2/1/98 ABXA9800087
MAIN CABIN SEAT TRACK CORRODED BEYOND LIMITS AT FS 200 LBL 25. REPAIRED IAW SRM 53-2-3.									
5347 IPXA	703UP 45939	DOUG DC871F				SEAT TRACK	CORRODED CARGO COMPT		1/27/98 UPS98826070
INSPECTION TYPE-C, UPPER CARGO SEAT TRACK (LOWER SIDE) CORRODED AT STA 1400, RBL 60. REMOVED SEAT TRACK FS 1370 TO 1430 IAW SRM 53-4-1. DRILLED UP NEW TRACK AND SPLICES IAW DC8 SRM 53-4-1 AND 53-2-3. ALODINED AND PRIMED AS REQUIRED IAW DC8 SRM 51-1-8. INSTALLED NEW TRACK IAW 51-3-0 AND 51-1-17.									
5347 IPXA	703UP 45939	DOUG DC871F				SEAT TRACK	GOUGED BS 575		1/27/98 UPS98826064
INSPECTION TYPE-C, CABIN SEAT TRACK H GOUGED AND CRACKED AT STA 575. REMOVED DAMAGE OUT IAW DC8 SRM 53-2-3. ALODINED AND PRIMED IAW DC8 SRM 51-1-8. INSTALLED REPAIR PLUG AT STA 575 SEAT TRACK H IAW DC8- SRM 51-30.									

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5347 IPXA	750UP 45950	DOUG DC871F				SEAT TRACK	CORRODED BS 490-530		1/19/98 UPS98825694
INSPECTION TYPE-C, SEAT TRACK AT FS 490 TO 530 LBL 59.5 HAS HEAVY CORROSION. REMOVED, FABRICATED, AND INSTALLED REPLACEMENT TRACK IAW SRM ADDN DC8-5320-5167C.									
5347 IPXA	752UP 45952	DOUG DC871F				SEAT TRACK	CORRODED BS 1024		2/10/98 UPS98825895
INSPECTION TYPE:C F/S 1024 LBL 59 - SEAT TRACK HAS HEAVY CORROSION. REMOVED, FABRICATED, AND INSTALLED REPLACEMENT SECTION OF TRACK IAW SRM ADDN DC8-5320-5167-C.									
5347 IPXA	868UP 45968	DOUG DC873F				SEAT TRACK	CORRODED BS 980-990		7/26/97 UPS97824163
INSPECTION TYPE-C, FS 980 TO 990 LBL 48 SEAT TRACK HAS HEAVY CORROSION. REMOVED, FABRICATED AND INSTALLED REPLACEMENT TRACK IAW SRM 51-1-20 AND 53-2-3.									
5347 IPXA	868UP 45968	DOUG DC873F				SEAT TRACK	WORN BS 1516		7/26/97 UPS97824160
INSPECTION TYPE-C, FS 1516 LBL 59 SEAT TRACK IS WORN BEYOND LIMITS. REMOVED, FABRICATED AND INSTALLED REPLACEMENT SECTION OF TRACK IAW SRM 53-2-3, 51-3-0.									
5347 IPXA	868UP 45968	DOUG DC873F				SEAT TRACK	CORRODED BS 340-380		7/26/97 UPS97824159
INSPECTION TYPE-C, FS 340 TO 380 RBL 44 SEAT TRACK HAS HEAVY CORROSION. REMOVED, FABRICATED AND INSTALLED REPLACEMENT SECTION OF TRACK IAW SRM 51-3-0, 53-2-3.									
5347 IPXA	868UP 45968	DOUG DC873F				SEAT TRACK	CORRODED BS 120-130		7/26/97 UPS97824158
INSPECTION TYPE-C, FS 120 TO 130 LBL 24 SEAT TRACK HAS HEAVY CORROSION. REMOVED, FABRICATED AND INSTALLED REPLACEMENT SECTION OF TRACK IAW SRM 53-2-3.									
5347 IPXA	868UP 45968	DOUG DC873F				SEAT TRACK	CORRODED BS 860-870		7/26/97 UPS97824161
INSPECTION TYPE-C, FS 860 TO 870 RBL 44 THE SEAT TRACK HAS HEAVY INTERNAL CORROSION. REMOVED, FABRICATED AND INSTALLED REPLACEMENT SECTION OF TRACK IAW SRM 51-1-20, 53-2-3.									
5347 DHILA	806DH 46002	DOUG DC873F				SEAT TRACK	CHIPPED BS 1300		1/16/98 DHL9880652C
AT C-CHECK, FUS SAT 1300 LINE NR 5 FLOOR TRACK CHIPPED. REMOVED AND INSTALLED 2 DAMAGED PLUG AT STA 1298 PER SRM 53-2-3.									
5347 DHILA	806DH 46002	DOUG DC873F				FLOOR TRACK	CHIPPED BS 680		1/4/98 DHL9880671C
AT C-CHECK, MAIN CARGO COMPT FS 680 LINE NR 3 FLOOR TRACK CHIPPED. REMOVED DAMAGED PLUG AND FABRICATED NEW PER SRM 53-2-3.									
5347 DHILA	806DH 46002	DOUG DC873F				SEAT TRACK	CHIPPED BS 860		1/12/98 DHL9880670C
AT C-CHECK, MAIN CARGO COMPT FS 860 NR 3 FLOOR TRACK CHIPPED. CUT OUT DAMAGED SECTION AND INSTALLED PLUG PER SRM 51-1-8 FROM STA 859 TO 863.									
5347 DHILA	806DH 46002	DOUG DC873F				TRACK	WORN BS 1680		1/13/98 DHL9880669C
AT C-CHECK, MAIN CARGO COMPT FS 1680 LINE NR 3 TRACK WORN. CUT OUT DAMAGED SECTION AND INSTALLED REPAIR PLUG PER SRM 51-3-0.									
5347 DHILA	806DH 46002	DOUG DC873F				SEAT TRACK	DAMAGED BS 330		1/16/98 DHL9880667C
AT C-CHECK, MAIN CARGO COMPT STQ 300 LINE NR 4 TRACK DAMAGED. REMOVED PREVIOIUSLY INSTALLED PLUG FROM STA 329 TO 333 AND INSTALLED NEW PLUG PER SRM 53-2-3.									

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5347 DHLA	806DH 46002	DOUG DC873F				FLOOR TRACK	CHIPPED BS 460		1/14/98 DHL9880674C
AT C-CHECK, FS 460 LINE NR 3 FLOOR TRACK CHIPPED. CUT OUT DAMAGED AREA AND FABRICATED REPAIRPLUG PER SRM 53-2-3.									
5347 DHLA	806DH 46002	DOUG DC873F				FLOOR TRACK	DAMAGED BS 1530		1/23/98 DHL9880651C
AT C-CHECK, FS 1530 LINE 5 FLOOR TRACK DAMAGED. REMOVED AND REPLACED DAMAGED TRACK PER SRM 53-21-2.									
5347 DHLA	806DH 46002	DOUG DC873F				FLOOR TRACK	DAMAGED BS 420		1/2/98 DHL9880675C
AT C-CHECK, FS 420 LINE NR 3, FLOOR TRACK DAMAGED. CUT OUT DAMAGED SECTION AND INSTALLED PER SRM 53-2-3.									
5347 DHLA	806DH 46002	DOUG DC873F				SEAT TRACK	WORN BS 860		1/9/98 DHL9880653C
AT C-CHECK, STA 860 LINE NR 5 FLOOR TRACK WORN. CUT OUT DAMAGED SECTION OF TRACK, INSTALLED SEAT TRACK AND SPLICE. REPAIRED PER SRM 53-2-3, 25 LONG.									
5347 DHLA	806DH 46002	DOUG DC873F				FLOOR TRACK	CHIPPED BS 150		1/2/98 DHL9880654C
AT C CHECK, STA 150 LINE NR 5 FLOOR TRACK CHIPPED. CUT OUT DAMAGED SECTION AND INSTALLED PLUGS, SPLICES AND TRACK PER SRM 53-2-3, FS 145 TO 149 AND 153 TO 157.									
5347 DHLA	806DH 46002	DOUG DC873F				SEAT TRACK	WORN BS 330		1/27/98 DHL9880655C
AT C-CHECK, FS 330 LINE NR 5 FLOOR TRACK WORN. CUT OUT DAMAGED SECTION AND INSTALLED PLUG PER SRM 53-2-3, FS 335 TO 339.									
5347 DHLA	806DH 46002	DOUG DC873F				FLOOR TRACK	CHIPPED BS 60		1/27/98 DHL9880656C
AT C-CHECK, FS 60 LINE NR 5 FLOOR TRACK CHIPPED. REMOVED FLOOR PLANK, CUT OUT DAMAGED SECTION AND INSTALLED REPAIR PER SRM 53-2-3.									
5347 DHLA	806DH 46002	DOUG DC873F				SEAT TRACK	CHIPPED BS 150		1/30/98 DHL9880666C
AT C-CHECK, MAIN CARGO COMPT FUS STA 150 LINE NR 3 FLOOR TRACK CHIPPED. REMOVED TRACK SECTION AND INSTALLED SPLICED AND TRACKS PER SRM 52-2-3, 40 LONG.									
5347 DHLA	806DH 46002	DOUG DC873F				FLOOR TRACK	DAMAGED BS 1660		1/28/98 DHL9880694C
AT C-CHECK, FS 1660 LINE NR 2 TRACK DAMAGED. TRACKED REPLACED FROM 1590 TO FS 1660 PER SRM 53-2-3.									
5347 DHLA	806DH 46002	DOUG DC873F				SEAT TRACK	DAMAGED BS 1699-1703		1/2/98 DHL9880650C
AT C-CHECK, FUSE STA 1700, NR 5 FLOOR TRACK DAMAGED. CUT OUT DAMAGED SECTION OF TRACK FROM 1699 TO 1703, FABRICATED REPAIR CHANNEL AND INSTALLED PER SRM 53-2-3.									
5347 DHLA	806DH 46002	DOUG DC873F				FLOOR TRACK	DAMAGED BS 1600		1/28/98 DHL9880693C
AT C-CHECK, FS 1600 LINE NR 2 FLOOR TRACK DAMAGED. REMOVED DAMAGED SECTION, INSTALLED PER SRM 53-2-3, 70 LONG.									
5347 DHLA	806DH 46002	DOUG DC873F				FLOOR TRACK	CHIPPED BS 1490		1/22/98 DHL9880690C
AT C-CHECK, FS 1490 LINE NR 4 FLOOR TRACK CHIPPED. REMOVED 2 DAMAGED PLUGS, FABRICATED NEW PER SRM 53-2-3, FROM FS 1480 TO 1484 AND 1487 TO 1491.									

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5347 DHLA	806DH 46002	DOUG DC873F				FLOOR TRACK	CHIPPED BS 1580		1/17/98 DHL9880691C
AT C-CHECK, FS 1580 LINE NR 4 FLOOR TRACK WORN. REMOVED PREVIOUSLY INSTALLED PLUG AND INSTALLED FABRICATED PLUG PER SRM 53-2-3 FROM STA 1578 TO 1602.									
5347 DHLA	806DH 46002	DOUG DC873F				FLOOR TRACK	CHIPPED BS 1120		1/9/98 DHL9880692C
AT C-CHECK, FS 1120 LINE NR 2 TRACK CHIPPED. CUT OUT DAMAGED SECTION AND FABRICATED REPAIR PER SRM 53-2-3.									
5347 DHLA	806DH 46002	DOUG DC873F				FLOOR TRACK	CHIPPED BS 1130		1/9/98 DHL9880688C
AT C-CHECK, FS 1130 LINE NR 4 FLOOR TRACK WORN/CHIPPED. CUT OUT DAMAGED SECTION, FABRICATED REPAIR AND INSTALLED PER SRM 53-2-3.									
5347 DHLA	806DH 46002	DOUG DC873F				FLOOR TRACK	CHIPPED BS 870		1/9/98 DHL9880687C
AT C-CHECK, FS 870 LINE NR 4 FLOOR TRACK CHIPPED. CUT OUT DAMAGED SECTION, FABRICATED REPAIR AND INSTALLED PER SRM 53-2-3.									
5347 DHLA	806DH 46002	DOUG DC873F				FLOOR TRACK	WORN BS 420		1/14/98 DHL9880683C
AT C-CHECK, FS 420 LINE NR 6 FLOOR TRACK WORN. CUT OUT DAMAGED SECTION, FABRICATED AND INSTALLED REPAIR PLUG PER SRM 53-2-3 FROM FS 414 TO 418 AND FROM 421 TO 425.									
5347 DHLA	806DH 46002	DOUG DC873F				FLOOR TRACK	CHIPPED BS 650		1/12/98 DHL9880672C
AT C-CHECK, FS 650 LINE NR 3 TRACK IS CHIPPED. CUT OUT DAMAGED SECTION AND REPLACED PER SRM 53-2-3 FROM STA 648 TO 652.									
5347 DHLA	806DH 46002	DOUG DC873F				SEAT TRACK	WORN BS 160		1/24/98 DHL9880681C
AT C-CHECK, FS 160 LINE NR 6 FLOOR TRACK WORN. CUT OUT DAMAGED SECTION AND FABRICATED REPAIR PLUG PER SRM 53-2-3, FS 160 TO 164.									
5347 DHLA	806DH 46002	DOUG DC873F				FLOOR TRACK	CHIPPED BS 1330		1/20/98 DHL9880689C
AT C-CHECK, FS 1330 LINE NR 4 FLOOR TRACK CHIPPED. CUT OUT DAMAGED AREA AND INSTALLED FABRICATED REPAIR PER SRM 53-2-3 FROM FS 1330 TO 1334.									
5347 DHLA	806DH 46002	DOUG DC873F				FLOOR TRACK	WORN BS 180		1/24/98 DHL9880680C
AT C-CHECK, FS 180 LINE NR 6 FLOOR TRACK WORN. CUT OUT DAMAGED SECTION AND FABRICATED 4 HOLE. REPAIRED PLUG PER SRM 53-2-3, FROM 178 TO 182.									
5347 DHLA	806DH 46002	DOUG DC873F				FLOOR TRACK	DAMAGED BS 160		1/23/98 DHL9880679C
AT C-CHECK, FS 160 LINE 7 FLOOR TRACK DAMAGED. CUT OUT DAMAGED SECTION FROM FS 158 TO 163, FABRICATED REPAIR PLUG PER SRM 53-2-3.									
5347 DHLA	806DH 46002	DOUG DC873F				FLOOR TRACK	DAMAGED BS 180		1/23/98 DHL9880678C
AT C-CHECK, FS 180 LINE NR 7 FLOOR TRACK DAMAGED. CUT OUT DAMAGED SECTION FROM 178 TO 183. INSTALLED REPAIR PLUG PER SRM 53-2-3.									
5347 DHLA	806DH 46002	DOUG DC873F				FLOOR TRACK	WORN BS 230		1/23/98 DHL9880677C
AT C-CHECK, FS 230 LINE NR 7 FLOOR TRACK WORN. REMOVED AND REPLACED TRACK PER SRM 53-2-3, FROM FS 205.									

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5347 DHLA	806DH 46002	DOUG DC873F				FLOOR TRACK	WORN BS 780		1/12/98 DHL9880676C
AT C-CHECK, FS 780 LINE NR 7 FLOOR TRACK WORN. CUT OUT DAMAGED SECTION OF TRACK AND INSTALLED PER SRM 53-2-3, 40 LONG.									
5347 DHLA	806DH 46002	DOUG DC873F				SEAT TRACK	WORN BS 200		1/25/98 DHL9880682C
AT C-CHECK, FS 200 LINE NR 6 FLOOR TRACK WORN. CUT OUT DAMAGED SECTION PER SRM 53-2-3. INSTALLED REPAIR PLUG FROM STA 200 TO 205.									
5350 DHLA	806DH 46002	DOUG DC873F				FAIRING 56535681	CHIPPED WING		2/2/98 DHL9880699C
AT C-CHECK, UNDER WING FAIRING HAS EDGE PANEL CHIPPED OFF. REMOVED AND REPLACED DAMAGED PANEL PER SRM 51-1-15.									
5414 ABXA	826AX 46061	DOUG DC863F				SKIN	EXCESSIVE GAP NR 3 PYLON		8/18/97 ABXA9701408
DURING PREFLIGHT, FOUND EXCESSIVE GAP AT LEADING EDGE OF NR 3 PYLON. INSTALLED SEAL AND STAINLESS STEEL STRIP IAW ABX REA D854-20655.									
5510 ABXA	828AX 45999	DOUG DC863				DOUBLER 565174745	CRACKED HORIZ STAB		7/21/97 ABXA9701280
RT HORIZONTAL STABILIZER INNER BOX LOWER FINGER DOUBLER IS CRACKED AT AFT SPAR XE77. REPAIRED IAW ABX REA D855-18557.									
5512 DHLA	806DH 46002	DOUG DC873F				PANEL 5640807505	CRACKED HORIZ STAB		1/10/98 DHL9880664C
AT C-CHECK, COMPLY WITH DHL MSI 806-0913-1001, REMOVE AND REPLACE HORIZONTAL STAB CENTER SECTION, DUE TO CRACKED FASTENER HOLE. REMOVED AND REPLACED AFT UPPER PANEL PER S/B 55-15.									
5610 ABXA	850AX 45894	DOUG DC861			DOUG	SPRING 1335096	BROKEN RT COCKPIT		1/19/98 ABXA9800027
DURING PREFLIGHT, FOUND THAT THE FIRST OFFICER'S SLIDING WINDOW (EMERG EXIT) WOULD NOT OPEN FULLY. REPLACED BROKEN AFT SPRING, WINDOW OPS CHECKED GOOD.									
5610 ABXA	848AX 46032	DOUG DC861			DOUG	WINDOW 5613217508	LACK OF LUBE COCKPIT		3/16/98 ABXA9800249
DURING POST FLIGHT, FOUND FIRST OFFICER'S WINDOW (EMERG EXIT) BINDING AND WOULD ONLY OPEN PARTIALLY. LUBRICATED WINDOW IAW DC8 MAINT MANUAL, OPS CHECKED GOOD.									
5711 IXXA	822BX 45813	DOUG DC871F				SPAR CAP 5615057501	CRACKED LT WING		6/4/97 2957 IXXA9700113
DURING ROUTINE C-CHECK INSPECTION, THE LEFT WING UPPER AUXILIARY SPAR CAP WAS FOUND CRACKED. REPAIR ACCOMPLISHED REMOVAL OF DAMAGED CAP, FABRICATION AND INSTALLATION OF NEW SPAR CAP IN ACCORDANCE WITH DER APPROVED DRAWING 853-239-97, DOUGLAS AIRCRAFT DRAWING 561507, REVISION K, AND ENGINEERING ORDER 53-DC8-729.									
5711 RRXA	8177U 45983	DOUG DC871F				SPAR WEB 3641823502	CORRODED WS 879		2/12/98 RRXA98074
DURING A MAINTENANCE VISIT, FOUND CORROSION DAMAGE BEYOND LIMITATIONS TO RIGHT WING, AUX SPAR WEB AT STA 879 TO STA 902. AUX SPAR WEB CORROSION REMOVED MATERIAL LOSS WAS MINIMAL USING DC-8 SRM 57-2-0 FIGURE 6 SHEET 1. THE MAJOR MATERIAL REMOVED WAS AT THE EDGE OF THE PART LEAVING IN EXCESS OF 2D EDGE DISTANCE FROM THE SURROUNDING FASTENER HOLES WHICH IS ACCEPTABLE PER DC-8 SRM 57-2-0 FIGURE 6 SHEET 1, AND IAW FAA APPROVED DER TIMCO ENGINEERING SKETCH REO-04167.									
5712 ABXA	801AX 46077	DOUG DC862			DOUG	RIB 5769470	CRACKED WS 735		3/29/98 ABXA9800383
RIGHT WING LEADING EDGE RIB AT STATION XFS 735.0 IS CRACKED AT THE AFT UPPER END. REPAIRED IAW ABX DWG K05056.									

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5712 ABXA	801AX 46077	DOUG DC862			DOUG	RIB 576949613	CRACKED WS 785		3/28/98 ABXA9800379
LEFT WING LEADING EDGE RIB LOWER ARM CRACKED AT STATION XFS 785. REPAIRED IAW DWG K05056 AND DC8 SRM 51-1-20D.									
5712 ABXA	801AX 46077	DOUG DC862			DOUG	RIB 576949615	CRACKED WS 578.75		3/28/98 ABXA9800378
LEFT WING LEADING EDGE RIB UPPER ARM CRACKED BY AFT FASTENER AT STATION XFS 578.750. REPAIRED IAW DWG K 05056 AND DC8 SRM 51-1-20D.									
5712 ABXA	801AX 46077	DOUG DC862			DOUG	RIB 596953046	CRACKED WS 347.75		4/16/98 ABXA9800385
RIGHT WING LEADING EDGE RIB AT STATION XFS 347.75 IS CRACKED AT THE AFT LOWER END. REPAIRED RIB IAW DC8 SRM 51-1-21 AND DRAWING K05056.									
5712 ABXA	801AX 46077	DOUG DC862			DOUG	RIB 576949615	CRACKED WS 747.5		3/29/98 ABXA9800382
LEFT WING LEADING EDGE RIB UPPER ARM CRACKED BY AFT FASTENER AT STATION XFS 747.500. REPAIRED IAW ABX DWG K05056.									
5712 ABXA	801AX 46077	DOUG DC862			DOUG	RIB K05056	CRACKED WS 810		3/29/98 ABXA9800384
RIGHT WING LEADING EDGE RIB AT STATION XFS 810.0 IS CRACKED AT THE AFT UPPER END. REPAIRED IAW ABX DWG K05056.									
5712 ABXA	801AX 46077	DOUG DC862			DOUG	RIB 576949615	CRACKED WS 785		3/28/98 ABXA9800377
LEFT WING LEADING EDGE RIB UPPER ARM CRACKED BY AFT FASTENER AT STATION XFS 785.000. REPAIRED RIB IAW DWG K05056 AND DC8 SRM 51-1-20D.									
5712 ABXA	814AX 46041	DOUG DC863F			DOUG	RIB 576946622	CRACKED WS 628.75		3/12/98 ABXA9800216
RIGHT WING LEADING EDGE RIB AT STA XFS 628.75 IS CRACKED AT THE AFT UPPER END. REPAIRED IAW DC8 SRM 57-2-0 AND DWG K 05056.									
5712 ABXA	814AX 46041	DOUG DC863F			DOUG	RIB 576946624	CRACKED WS 635		3/2/98 ABXA9800215
RIGHT WING LEADING EDGE RIB AT STA XFS 635.0 IS CRACKED AT THE AFT UPPER END. REPAIRED IAW DC8 SRM 57-2-0 AND DWG K 05056.									
5712 ABXA	814AX 46041	DOUG DC863F			DOUG	RIB 5769471	CRACKED WS 747.5		3/12/98 ABXA9800217
RIGHT WING LEADING EDGE RIB AT STA XFS 747.5 IS CRACKED AT THE AFT UPPER END. REPAIRED IAW DC8 SRM 57-2-0 AND DWG K 05056.									
5712 ABXA	814AX 46041	DOUG DC863F			DOUG	RIB 576947134	CRACKED WS 810		2/14/98 ABXA980218
RIGHT WING LEADING EDGE RIB AT STA XFS 810.0 IS CRACKED AT THE AFT UPPER END. REPAIRED IAW DC8 SRM 57-2-0 AND DWG K 05056.									
5712 ABXA	814AX 46041	DOUG DC863F			DOUG	RIB 576947140	CRACKED WS 822.5		3/12/98 ABXA9800219
RIGHT WING LEADING EDGE RIB AT STA XFS 822.50 IS CRACKED AT THE AFT LOWER END. REPAIRED IAW DC8 SRM 57-2-0 AND DWG K 05056.									
5712 ABXA	814AX 46041	DOUG DC863F			DOUG	RIB 576935035	CRACKED WS 728.25		3/2/98 ABXA9800220
RIGHT WING LEADING EDGE RIB AT STA XFS 728.25 IS CRACKED AT THE AFT UPPER END. REPAIRED CRACKED RIB IAW SRM 57-2-0.									

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5712 ABXA	814AX 46041	DOUG DC863F			DOUG	RIB 576935035	CRACKED LT WING		2/22/98 ABXA9800224
LEFT WING LEADING EDGE BETWEEN THE NR 1 AND NR 2 PYLONS HAS 3 UPPER RIBS CRACKED. REPAIRED IAW SRM 57-2-0.									
5712 IPXA	707UP 45907	DOUG DC871F				RIB 576953053	CRACKED WS 360		2/23/98 UPS98826072
INSPECTION TYPE-C, LT WING L/E LWR RIB AT STA XFS 360.25 IS CRACKED AT AFT DOUBLER FSTR HOLE. REMOVED, FABRICATED AND INSTALLED REPLACEMENT RIB IAW SRM 51-1-21 AND DWG 5769530.									
5712 IPXA	707UP 45907	DOUG DC871F				RIB 576958963	CRACKED WS I6.225		2/23/98 UPS98826121
INSPECTION TYPE-C, LT WING RIB AT STA.XOLDI 6.225 I/B SIDE IS CRACKED. STOP DRILLED CRACK AND REPAIRED IAW SRM 57-2-0 FIG 2.									
5712 IPXA	750UP 45950	DOUG DC871F				RIB	CRACKED BS 385.25		1/28/98 UPS98825692
INSPECTION TYPE-C, LT WING L/E RIB CRACKED LWR ARM STA 385.250. REPAIRED IAW SRM 57-3-1.									
5712 IPXA	750UP 45950	DOUG DC871F				RIB	CRACKED WS I6.225		1/19/98 UPS98825690
INSPECTION TYPE-C, RT WING L/E AT STA XOLDI 6.225 UPPER RIB CRACKED 4. REPAIRED IAW SRM 57-2-0 FIG 2.									
5712 IPXA	752UP 45952	DOUG DC871F				RIB	CRACKED WS 678.75		2/10/98 UPS98825799
INSPECTION TYPE-C, RT WING L/E AT STA XFS 678.750 - THE UPPER L/E RIB IS CRACKED AT THE AFT END. REPAIRED IAW SRM 57-2-0.									
5712 IPXA	752UP 45952	DOUG DC871F				RIB	CRACKED WS 572.5		2/9/98 UPS98825791
INSPECTION TYPE-C, LT WING L/E RIB LWR ARM CRACKED BY AFT FASTENER AT STA XFS 572.500. REPAIRED IAW SRM 57-2-0.									
5712 IPXA	752UP 45952	DOUG DC871F				RIB	CRACKED WS 635		2/9/98 UPS98825797
INSPECTION TYPE-C, LT WING L/E RIB LWR ARM CRACKED BY AFT FASTENER AT STA XFS 635.000. REPAIRED IAW SRM 57-2-0.									
5712 IPXA	752UP 45952	DOUG DC871F				RIB	CRACKED WS 822.5		2/9/98 UPS98825798
INSPECTION TYPE-C, LT WING L/E RIB UPPER ARM CRACKED BY AFT FSTR STA XFS 822.500. REPAIRED IAW SRM 57-2-0.									
5712 DHXA	806DH 46002	DOUG DC873F				RIB	CRACKED RT WING		1/16/98 DHL9880658C
AT C-CHECK, RT WING FILLET FAIRING RIB CRACKED. REMOVED DAMAGED RIB, FABRICATED REPAIR AND INSTALLED PER SRM 51-1-21, 1 X 1 X 9.									
5712 IPXA	813UP 46059	DOUG DC873F				RIB	CRACKED WS 304		3/12/98 UPS98826130
INSPECTION TYPE-C, LT WING L/E RIB LWR ARM REPAIR DOUBLER IS CRACKED AT STA XFS.304. STOP DRILLED CRACK AND REPAIRED IAW SRM 57-2-0 FIG 2.									
5712 IPXA	813UP 46059	DOUG DC873F				RIB	CRACKED BS 660		3/10/98 UPS98826128
INSPECTION TYPE-C, LT WING L/E RIB LWR ARM IS CRACKED BY THE AFT FASTENER AT STA 660. STOP DRILLED CRACK AND REPAIRED IAW SRM 57-2-0 FIG 2.									

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5712 IPXA	803UP 46073	DOUG DC873F				RIB	CRACKED WS 610		4/1/98 UPS98826327
INSPECTION TYPE-C, RT WING L/E O/B OF NR 4 ENG, XFS610.00, THE L/E RIB IS CRACKED FWD LWR FLANGE. STOP DRILLED CRACK AND REPAIRED IAW SRM 57-2-0.									
5720 ABXA	814AX 46041	DOUG DC863F			DOUG	DOUBLER 576958339	CRACKED WS 330		2/22/98 ABXA980023
RIGHT WING LEADING EDGE INTERNAL DOUBLER AT STA XFS 330 IS CRACKED. REPAIRED IAW DWG 5769589 AND DC8 SRM 51-1-8.									
5720 ABXA	816AX 46093	DOUG DC863F				DOUBLER 5769759502	CRACKED WS 518		6/19/97 ABXA9701406
DURING C-CHECK, FOUND CRACK EMANATING FROM FASTENER HOLE AT RIGHT WING STATION XFS 518. REPAIRED INTERNAL DOUBLER IAW ABX REA D857-20383MR.									
5720 IXXA	822BX 45813	DOUG DC871F				ANGLE	CORRODED WS 857		5/26/97 2957 IXXA9700111
DURING ROUTINE C-CHECK INSPECTION, THE WEB SUPPORT ANGLE ON REAR SPAR UPPER CHORD WAS FOUND TO BE CORRODED AT STATION 857. REPAIR ACCOMPLISHED REMOVAL OF DAMAGED ANGLE, FABRICATION AND INSTALLATION OF TWO REPAIR ANGLES IN ACCORDANCE WITH DER APPROVED DRAWING 857-222-97 AND ENGINEERING ORDER 57-DC8-737.									
5720 IPXA	703UP 45939	DOUG DC871F				FITTING 36445462	CRACKED RT WING		1/31/98 UPS98826059
INSPECTION TYPE-C, FWD OF ACCESS 560-B, 30 FT INBD OF XW408 CRACKED IN STRINGER END FITTING. REMOVED CRACKED FITTING, DRILLED NEW FITTING IAW DC8 SRM 51-3-2 AND INSTALLED IAW DC8 SRM 51-1-20D.									
5720 RRXA	791FT 46045	DOUG DC873F				DOUBLER 57537361	DAMAGED RT WING		11/4/97 RRXA97305
DURING A MAINTENANCE VISIT, FOUND RIGHT WING LOWER MAIN LANDING GEAR SUPPORT DOUBLER (P/N 5753736-1) HAD LARGE COUNTERSUNKS AND 3 KNIFE EDGE HOLES. *S/D* REMOVED DAMAGED SECTION, FABRICATED AND INSTALLED DOUBLER REPAIR IAW FAA DER APPROVED ENGINEERING SKETCH REO-03783.									
5720 RRXA	791FT 46045	DOUG DC873F				FITTING 6514372	CORRODED WS 98		11/4/97 RRXA97295
DURING A MAINTENANCE VISIT, FOUND RIGHT WING FLAP CANOE FITTING GOUGED BEYOND LIMITATIONS IAW DC-8 SRM AND DAC DWG 5614372 AT XW 98. *S/D* ALSO, FOUND CORROSION DAMAGE TO WING FLAP CANOE FITTING BEYOND LIMITATIONS IAW DC-8 SRM. REMOVED AND TREATED CORROSION DAMAGE BY BLEND-OUT IAW SRM 51-1-8. BLEND-OUT REMOVED MATERAIL BEYOND SRM LIMITATIONS. ANALYSIS REMAINNING MATERIAL STRAIGHT ARE ACEPTABLE IAW FAA DER APPROVED ENGINEERING TIMCO REO-03729, AND DAC ACTION NBR 345231/345424.									
5720 IPXA	813UP 46059	DOUG DC873F				DOUBLER	CRACKED LT WING		3/12/98 UPS98826131
INSPECTION TYPE-C, LT WING LWR SKIN DOUBLER ON NR 2 ENG STUB WING JUST FWD OF CUTOUT IS CRACKED. REMOVED DOUBLER AND STOP DRILLED CRACK AND REPAIRED IAW SRM 57-2- 1A.									
5720 IPXA	803UP 46073	DOUG DC873F				DOUBLER 57698596	CRACKED WS 230.089		4/1/98 UPS98826328
INSPECTION TYPE-C, RT I/B STUB WING DOUBLER AT STA XS230.089 IS CRACKED. REMOVED, FABRICATED AND INSTALLED REPLACEMENT DOUBLER IAW DWG 5769859 AND SRM 51-1-20D.									
5720 IPXA	803UP 46073	DOUG DC873F				ANGLE 975329424	CRACKED WS 252		4/7/98 UPS98826498
INSPECTION TYPE:D, RIB SUPPORT ANGLE CRACKED AT RT STUB WING XFS 252.00. REMOVED, FABRICATED, AND INSTALLED REPLACEMENT ANGLE IAW SRM 51-1-20 D AND 9753294.									

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5720 IPXA	803UP 46073	DOUG DC873F				DOUBLER 57698955	CRACKED LT WING		4/1/98 UPS98826496
INSPECTION TYPE:D, LT WING IB STUB WING INNER DOUBLER AROUND SLOT PANEL CRACKED BTWN RIBS JUST OB OF SLOT PANEL. REMOVED, FABRICATED, AND INSTALLED REPLACEMENT DOUBLER IAW SRM 51-1-21 AND DWG 5769895. REMOVED AND REPLACED FITTING P/N 4640162- 502 IAW SRM 51-1-21.									
5720 IPXA	803UP 46073	DOUG DC873F				ANGLE 5739859	CRACKED WS 240.126		4/1/98 UPS98826499
INSPECTION TYPE:D RT I/B STUB WING ATTACH ANGLE XS 240.126 LWR O/B END HAS CRACK IN RADIUS. REMOVED, FABRICATED, AND INSTALLED REPLACEMENT ANGLE IAW SRM 51-1-21 AND DWG 5739859.									
5730 IXXA	822BX 45813	DOUG DC871F				PLATING	CRACKED WS 341.5	2957	5/27/97 IXXA9700114
DURING ROUTINE C-CHECK INSPECTION, THE LEFT WING LOWER LEADING EDGE PLATING WAS FOUND CRACKED AT STATION 341.500. REPAIR ACCOMPLISHED REMOVAL OF DAMAGED AREA, FABRICATION AND INSTALLATION OF AN INTERNAL FILLER AND EXTERNAL REPAIR DOUBLER IN ACCORDANCE WITH DER APPROVED DRAWING 857-227-97 AND ENGINEERING ORDER 57-DC8-738.									
5730 DHLA	807DH 45990	DOUG DC873F				SKIN	PUNCTURE WS 63.75		7/18/97 DHL97807002
HIGH WINDS AND RAIN BLEW A STEEL WORK STAND INTO CONTACT WITH THE AIRCRAFT RIGHT WING AT XFS 63.75D, JUST INBD OF FUEL TANK ACCESS PLATE. PUNCTURE 6.375 X 1.75. CUT OUT DAMAGE, FABRICATED REPAIR AND INSTALLED PER SRM 57-2-1.									
5730 IPXA	813UP 46059	DOUG DC873F				PANEL 5769857613	CRACKED LT WING		3/9/98 UPS98826132
INSPECTION TYPE-C, LT WING O/B SLOT O/B PANEL LAND IS CRACKED. REMOVED AND REPLACED ANGLE FITTING IAW DWG 5769857-613.									
5730 IPXA	813UP 46059	DOUG DC873F				SKIN	CRACKED WS 422.750		3/10/98 UPS98826133
INSPECTION TYPE-C, LT WING LWR L/E SURFACE IS CRACKED JUST FWD OF EXISTING DOUBLER AT STA 422.750. STOP DRILLED CRACK AND REPAIRED IAW DC8-5720-4087.									
5730 IPXA	803UP 46073	DOUG DC873F				SKIN	CORRODED WS 772.5		3/26/98 UPS98826329
INSPECTION TYPE-C, RT WING L/E SKIN ON TOP AT STA XFS 772.500 HAS HEAVY CORROSION UNDER THE SURFACE AT 2 SCREWS. REMOVED DAMAGE AND REPAIRED IAW SRM 57-2-1 FIG 38.									
5730 IPXA	803UP 46073	DOUG DC873F				SKIN	CORRODED WS 193		3/26/98 UPS98826485
INSPECTION TYPE:C, RT WING L/E AUX TANK UPPER AFT SKIN ON O/B END IS PULLING THROUGH (INTERNAL CORROSION) XFS 193.00. REPAIRED IAW DHC SK 803-363.									
5730 DHLA	805DH 46125	DOUG DC873F				SKIN	CRACKED WS 69.5		5/29/97 DHL9780539C
AT C-CHECK, LARGE CRACK INDICATION FOUND IN HOLE A RT WING LOWER AFT SKIN FASTENER HOLES STA XCW 69.5 RUNNING AFT. NOTE: HOLE PREVIOUSLY OVERSIZED TO SECOND OVERSIZE. TRIMMED OUT CRACKED AREA OF SKIN AND FABRICATED REPAIR FILLER IAW DOUGLAS DWG NR SR08570004, SHEETS 2 AND 3. INSTALLED REPAIR PER DOUGLAS DWG NR SR08570004 AND SRM 51-3-0 AND DOUGLAS FAX 333497/333509 DATED 5/30/97.									
5730 DHLA	805DH 46125	DOUG DC873F				SKIN	CRACKED WS 69.5		5/30/97 DHL9780538C
AT C-CHECK, CRACK INDICATION NOTED IN A LT WING LOWER AFT SKIN FASTENER HOLE WS 69.5 RUNNING O/B IN SKIN. TRIMMED OUT CRACKED AREA OF SKIN AND FABRICATED REPAIR FILLER IAW DOUGLAS DWG NR SR08570004, SHEETS 2 AND 3 AND DOUGLAS FAX 333497/333509 DATED 5/30/97.									

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5730 DHLA	805DH 46125	DOUG DC873F				SKIN	CRACKED WS 106		5/18/97 DHL9780537C
AT C-CHECK, RT WING UPPER SURFACE, WS XW 106.000, CLOSE TO REAR SPAR CRACK ON SKIN. REMOVED FASTENERS AND STOP DRILLED CRACK .25 INCH HOLE. FABRICATED REPAIR DOUBLER AND INSTALLED REPAIR PER EO MMC DC8 -5730-7516.									
5743 FXLA	508DC 45935	DOUG DC851				TRUNNION 5611425501	CRACKED LT MLG	63576	2/12/98 98ZZM297
MIA - DURING C-CHECK INSPECTION, FOUND LEFT MAIN GEAR TRUNNION CRACKED, REMOVED AND REPLACED LEFT GEAR TRUNNION PER DOUGLAS DC-8 MAIN GEAR FITTING REPLACEMENT GUIDE AND RECOVERY AND MOD SERVICE DEPARTMENT CI-735. (M)									
5744 IXXA	822BX 45813	DOUG DC871F				FITTING 37517282	CRACKED WS 339.723		5/26/97 2957 IXXA9700116
DURING ROUTINE C-CHECK INSPECTION, THE RIGHT WING FLAP SUPPORT FITTING WAS FOUND CRACKED AT STATION 339.723. REPAIR ACCOMPLISHED REMOVAL OF DAMAGED FITTING, INSTALLATION OF A NEW FITTING IN ACCORDANCE WITH DOUGLAS AIRCRAFT COMPANY DC-8 SERVICE BULLETIN 27-249, REVISION 1, SECTION 2, GROUP 2, AND MAINTENANCE MANUAL 25-51-05.									
5744 IPXA	707UP 45907	DOUG DC871F				FITTING 56422051	CRACKED WS 98		2/24/98 UPS98826057
INSPECTION TYPE-C, LT WING T/E, THE LWR REAR SPAR TO AUX SPAR TIE FITTING AT THE STA 98 FLAP HINGE IS CRACKED. REMOVED, FABRICATED AND INSTALLED REPLACEMENT FITTING IAW SRM 51-3-0 AND DWG 5642205.									
5751 IPXA	703UP 45939	DOUG DC871F				WEB	CRACKED RT AILERON		2/2/98 UPS98826060
INSPECTION TYPE-C, RT I/B AILERON, O/B END WEB CRACKED (CLOSURE RIB). REMOVED CLOSURE RIB, FABBED REPAIR DOUBLER FOR IT AND INSTALLED IAW REO 0429A REVA, DC8-SRM 51-1-8 AND DC8 SRM 51-1-21.									
5751 RRXA	791FT 46045	DOUG DC873F				FITTING 5626222	GOUGED RT AILERON		11/4/97 RRXA97297
DURING A MAINTENANCE VISIT, FOUND RIGHT WING AILERON SUPPORT FITTING (P/N 5640622-2) DAMAGED BEYOND LIMITATIONS IAW DC-8 SRM. PART AND FORGING MATERIAL NOT AVAILABLE. SUBSTITUTED MATERIAL IAW FAA APPROVED DER TIMCO ENGINEERING REO-03747 FOR FABRICATION.									
5752 DHLA	806DH 46002	DOUG DC873F				TAB	DELAMINATED LT AILERON		2/13/98 DHL9880663C
AT C-CHECK, LT AILERON TAB DELAMINATED. REMOVED AND REPAIRED TAB.									
5753 ABXA	805AX 45906	DOUG DC862			DOUG	RIB 5652796	CRACKED LT TE FLAP		4/22/98 ABXA9800376
WEB OF INBOARD RIB OF LEFT INBOARD FLAP IS CRACKED. REPAIRED IAW ABX REA D857-22657 MR.									
5753 DHLA	806DH 46002	DOUG DC873F				DOOR	BENT LT TE FLAP		1/18/98 DHL9880657C
AT C-CHECK, FLAP, ICE BREAKER AT I/B OBSERVED BEND. REMOVED DAMAGED DOOR AND INSTALLED PER SRM 51-1-21.									
5753 DHLA	806DH 46002	DOUG DC873F				VANE	DELAMINATED NR 1 TE FLAP		2/11/98 DHL9880695C
AT C-CHECK, RT WING NR 1 FLAP VANE DELAMINATED. REMOVED AND REPLACED VANE PER MM 27-50-0.									
5753 DHLA	806DH 46002	DOUG DC873F				VANE	DELAMINATED NR 2 TE FLAP		2/11/98 DHL9880696C
AT C-CHECK, RIGHT WING NR 2 FLAP VANE DELAMINATED. REMOVED AND REPLACED VANE PER MM 27-50-00.									

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5753 DHLA	806DH 46002	DOUG DC873F				VANE	DELAMINATED NR 3 TE FLAP		2/11/98 DHL9880697C
AT C-CHECK, RT WING NR 3 FLAP VANE DELAMINATED. REMOVED AND REPLACED VANE PER MM 27-50-00.									
5753 RRXA	791FT 46045	DOUG DC873F				FLAP LINK 3651365501	GOUGED LT WING		11/4/97 RRXA97290
DURING A MAINTENANCE VISIT, FOUND LEFT WING FLAP LINK GOUGED (0.060 X 0.50) AFT OF GREASE FITTING. *S/D* REPAIRED PART BY BLEND-OUT AND WITHIN LIMITATIONS IAW FAA DER APPROVED ENGINEERING SKETCH REO-03696 AND SRM 57-2-0 FIGURE 7.									
5753 RRXA	791FT 46045	DOUG DC873F				FITTING 5652807	ELONGATED WS 4		11/4/97 RRXA97294
DURING A MAINTENANCE VISIT, FOUND LT WING FLAP FITTING (P/N 5652807) HAS ELONGATED HOLE AT HINGE END AT XW 4.0. REMOVED BASE FITTING IAW DC-8 SRM 51-3-2. REAMED HOLE TO 0.6735 IAW SRM 51-3-2 AND FAA DER APPROVED TIMCO ENGINEERING SKETCH REO-03724. FABRICATED AND INSTALLED NEW BUSHING IAW REO-03724 AND DAC DWG 5652691.									
5754 RRXA	791FT 46045	DOUG DC873F				VANE 5769933502	CRACKED RT WING LE		11/4/97 RRXA97292
DURING A MAINTENANCE VISIT, FOUND RIGHT WING OTBD L/E VANE ASSY HAS NUMEROUS SMALL CRACKS AT T/E. *S/D* FABRICATED AND INSTALLED REPAIR STRAP IAW FAA DER APPROVED TIMCO ENGINEERING SKETCH REO-03704.									
5755 DHLA	806DH 46002	DOUG DC873F				SKIN	DELAMINATED NR 2 SPOILER		2/11/98 DHL9880698C
AT C-CHECK, RT WING GROUND SPOILER DELAMINATED. REMOVED, REPAIRED AND REPLACED PER MM 27-61-1.									
7110 DHLA	806DH 46002	DOUG DC873F				COWL	CRACKED NR 3 ENGINE		1/13/98 DHL9880668C
AT C-CHECK, NR 3 ENG AFT REVERSER COWL I/B AREA MID SURFACE HEAT SHIELD COVER DAMAGED. TRIMMED AREA AND FABRICATED REPAIR PER SRM 51-1-21.									
7110 DHLA	806DH 46002	DOUG DC873F				STRIP	CRACKED NR 3 COWL		1/22/98 DHL9880659C
AT C-CHECK, NR 3 ENGINE COWL RT AFT REVERSER RUB STRIP CRACKED. REMOVED AND REPLACED STRIP CFM MM 78-32-0.									
7110 DHLA	806DH 46002	DOUG DC873F				BRACKET	CRACKED NR 4 ENGINE COWL		1/14/98 DHL9880686C
AT C-CHECK, NR 4 ENGINE HAS COOLING TUBE AFT MOUNT BRACKET CRACKED AT 5 O'CLOCK POSITION. REMOVED AND REPLACED BRACKET PER MM 20-16-0.									
7110 DHLA	806DH 46002	DOUG DC873F				BRACKET	CRACKED NR 4 ENGINE COWL		1/14/98 DHL9880685C
AT C-CHECK, ENG NR 4 TURBINE CASE COOLING AIR INTAKE TUBE AFT MOUNT BRACKET CRACKED, 10 O'CLOCK. REMOVED AND REPLACED PER MM 20-16-0.									
7230 ZIAA	811TC 45883	DOUG DC8F55	PWA JT3D3B			COMPRESSOR	DAMAGED NR 3 ENGINE		6/5/97 ZIAA97035
KLRD - ON ENGINE START AT KLRD, NR 3 ENGINE WOULD NOT ACCELERATE FROM IDLE, SLIGHT VIBRATION WAS NOTED. NR 3 ENGINE SECURED, AND AIRCRAFT FERRIED TO KYIP. ENGINE WAS REMOVED AND REPLACED PER DC-8 IM, 02.04.22. GROUND CHECKED GOOD. EVIDENCE OF N2 COMPRESSOR DAMAGE. ENGINE SENT TO SHOP FOR REPAIR. (M)									
7261 ABXA	826AX 46061	DOUG DC863F				FILTER 581167	DEFECTIVE NR 2 ENGINE		1/18/98 ABXA9800034
DURING DESCENT WITH THROTTLE AT IDLE, NR 2 ENGINE LOW OIL PRESSURE LIGHT ILLUMINATED WITH AN OIL PRESSURE READING OF 25 PSI. SECURED NR 2 ENGINE. WINDMILLING OIL PRESS 7 PSI, N2-23 PERCENT, N1-14 PERCENT, EGT-70 DEG, AND EPR-1.00. REPLACED MAIN OIL FILTER AND OIL PRESSURE RELIEF VALVE. CHECKED BREATHER PRESSURE IAW PRATT AND WHITNEY MANUAL 72-00 AND JT3D OHM 72-00. OPS AND LEAK CHECKED GOOD.									

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7261 TC8A	182SK 45817	DOUG DC8F55	PWA JT3D3B			OIL SYST	REQD SERVICE NR 3 ENGINE		2/3/98 TC8A98007
SHUTDOWN NR 3 ENGINE AT 1130Z IN FLIGHT DUE TO LOW OIL PRESSURE INDICATION AND LOW OIL PRESSURE LIGHT. WINDMILLING OIL PRESSURE 10 PSI. ADDED 5 QTS TO FILL OIL TANK TO FULL. INSPECTED OIL FILTER, FOUND IT CLOGGED AND BYPASSED. CLEANED FILTER IAW PWA MANUAL 72-0 PG 660. CHECKED PRESSURE LOSS PER 79-4-0. RAN-UP ENGINE AND FOUND NO LEAKS.									
7830 CKSA	809CK 45803	DOUG DC8F55	PWA JT3D3B			TR ACTUATOR	FAILED NR 2 ENGINE		4/18/98 CKSA98263
DURING DESCENT, NR 2 ENGINE FIRE WARNING CAME ON. PROCEDURES FOLLOWED IAW AIA FOM. ENGINE SHUTDOWN AND NR 2 BOTTLE FIRED. NR 2 BOTTLE PRESS LOW LIGHT DID NOT COME ON NR 1 BOTTLE FIRED AND PRESS LOW LIGHT CAME ON. FOUND T/R ACTUATOR LEAKING BADLY WHICH CAUSED THE FIRE WARNING TO GO OFF. REMOVED AND REPLACED T/R ACTUATOR ON ENGINE NR 2 OPS CHECK ON ENG RUN UP GOOD IAW DC8 MM 78-7-0. ALSO, REMOVED AND REPLACED NR 1 AND NR 2 FIRE BOTTLES. TEST GOOD IAW DC8 MM 26-4-1.									
2130 TWAA	992Z 47095	DOUG DC931				AMPLIFIER	WORN PRESSURE CONTROL		3/30/98 TWAA9804803
ORD - FLT 1394 - AT FL 270 LOST CABIN PRESSURE. MANUAL PRESSURIZATION DID NOT CONTROL CABIN. PASSENGER OXY COMPT DOORS OPENED AUTOMATICALLY. FLIGHT DIVERTED TO ORD. AIRCRAFT FERRIED TO STL FOR CORRECTION. CHANGED CABIN PRESSURE CONTROL AMPLIFIER, RESEALED SEVERAL SMALL LEAKS IN AIRCRAFT FUSELAGE, AND REPLACED SPLIT FLEX HOSE BETWEEN PRESSURIZATION CONTROLLER AND FILTER. (M)									
2130 USAA	926VJ 48146	DOUG DC931				PRESSURE SELECT	FAILED COCKPIT		12/23/97 USAAD97238
CLT - FLT 1287 - PASSING THROUGH 12,500 FEET ON CLIMB-OUT FROM CLT, CREW LOST AUTO PRESSURIZATION CONTROL. FLIGHT RETURNED TO CLT AND LANDED WITH NO FURTHER INCIDENT. MAINTENANCE REPLACED THE CONTROL PANEL (PRESSURE SELECTOR). (M)									
2130 NWAA	615NW 47129	DOUG DC932				CONNECTOR	DAMAGED E/E COMPT		3/16/98 9804499615
LOSS OF CABIN PRESSURE OCCURRED DURING CRUISE FLIGHT AT 31,000 FEET. CABIN PRESSURE WARNING LIGHT ILLUMINATED WITH DROP IN DIFFERENTIAL PRESSURE. CREW INITIATED RAPID DESCENT TO 15,000 FEET AND FLIGHT WAS CONTINUED TO DESTINATION. CABIN RPRESSURE STABILIZED AND AIRCRAFT LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED DAMAGED AIR/GROUND CHECK VALVE CONNECTOR, OPERATIONAL CHECK NORMAL.									
2130 AALA	492AA 49730	DOUG DC982				SWITCH	DEFECTIVE LT PACK		2/22/98 AALA980394
ATL - FLT 1491 - DURING CRUISE, BOTH AIRFLOW METERS WENT TO ZERO FLOW AND LIGHT ILLUMINATED. CABIN CONTINUED TO CLIMB WITH OUTFLOW VALVE CLOSED. PERFORMED ALTERNATE PROCEDURE, MIXING VALVES WOULD NOT MOVE. BEGAN DESCENT AND CABIN AND AIRPLANE MET AT 10,000 FEET. AIR INTERRUPTED AND LANDED ATL WITHOUT FURTHER INCIDENT. REPLACED LEFT HAND PRESSURE DIFFERENTIAL SWITCH. ACCOMPLISHED SYSTEM FUNCTIONAL CHECK OF PACK. SHUTDOWN PRESSURE SWITCH WITH NORMAL OPERATION. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
2133 ABXA	944AX 47550	DOUG DC931				OUTFLOW VLV ACT	FAILED FUSELAGE	362	12/23/97 ABXA9702009
AIRCRAFT LOST PRESSURIZATION IN FLIGHT. COULD NOT REGAIN PRESSURIZATION WITH AUTO CONTROLLER OR MANUAL MODE UNTIL CABIN REACHED 14,000 FT. REPLACED OUTFLOW VALVE ACTUATOR IAW DC-9 SUPP MM 21-32-0.									
2150 NWAA	3310L 45705	DOUG DC914				SWITCH	INOPERATIVE AIRFRAME	1846 644	12/27/97 9724409178
DURING CRUISE FLIGHT, BOTH LEFT AND RIGHT SIDE AIR CONDITIONING PACKS AUTOMATICALLY SHUT DOWN. FLIGHT CREW INITIATED EMERGENCY DESCENT TO 10,000 FEET AND PASSENGER EMERGENCY OXYGEN SYSTEM MASK DEPLOYMENT. AIRCRAFT CONTINUED TO DESTINATION AND LANDED WITHOUT INCIDENT. BEFORE LANDING, FLIGHT CREW NOTED THAT BOTH PACK SYSTEMS BEGAN NORMAL OPERATIONS. MAINTENANCE FOUND THE LEFT PACK SYSTEM DEFERRED TO THE MINIMUM EQUIPMENT LIST, MEL 21-30A, (PACK IS INOPERATIVE IN THE AUTOMATIC POSITION), AND THE RESET LEFT PACK SWITCH TO THE MANUAL POSITION. MAINTENANCE ALSO REPLACED THE SECOND SEGMENT CLIMB SWITCH, OPERATIONAL CHECK OK.									

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2150 AALA	241AA 49254	DOUG DC982				SWITCH 1173T0639	DEFECTIVE LT ACM		6/14/97 AALA971075
DFW - FLT 1826 - AFTER T/O DFW DURING CLIMB-OUT AT FL100, HOT ODOR NOTED IN CABIN FOLLOWED BY SMOKE FROM AIR CONDITIONING SYS. LEFT ACM WAS OBSERVED IN FULL HOT POSITION WITH TEMP CONTROL SWITCH IN AUTO POSITION. TURNED OFF LT ACM AND A/C RETURNED TO DFW, LANDING OVERWEIGHT W/O INCIDENT. PLACARDED COCKPIT TEMP CONTROL INOP IN AUTO MODE AND PLACARDED LEFT ACM THERMAL CONTROLS SWITCH INOP. ACCOMP O/W LANDING INSPECTION WITH NO DEFECTS FOUND. SYS GROUND CHECKED NORMAL OP. REPLACED LT ACM 130 DEGREE THERMOSTAT SWITCH AT SEA. ACCOMP GROUND ENG RUN AND OPERATED LT AND RT ACM THROUGH FULL RANGE HOT AND COLD WITH NO DEFECTS OR ODOR NOTED. SYS GROUND CHECKED NORM OP. REMOVED PLACARDS. (M)									
2150 TWAA	959U 49704	DOUG DC982				ACM 20495054	FAILED RIGHT		10/21/97 TWAA9712702
STL - FLT 30 - DURING TAKEOFF, THE RIGHT AIR CYCLE MACHINE TURBINE FAILED CAUSING SMOKE IN THE PASSENGER CABIN. REMOVED AND REPLACED THE RIGHT AIR CYCLE MACHINE, MFG P/N 204950-5-4, MANUFACTURED BY ALLIED SIGNAL AEROSPACE. OPERATIONAL CHECK NORMAL. (M)									
2210 NWAA	89S 47042	DOUG DC931				COMPUTER	FAILED E/E COMPT		3/13/98 9804459930
RUDDER OSCILLATION WITH AIRCRAFT YAW OCCURRED AFTER TAKEOFF. FLIGHT WAS RETURNED TO DTW AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED STABILIZATION AUGMENTATION COMPUTER AND RUDDER YAW DAMPER ACTUATOR, OPERATIONAL CHECK NORMAL.									
2210 TWAA	922L 47108	DOUG DC932				CONTROL HEAD 258668911	WORN COCKPIT		3/31/98 TWAA9804802
STL - FLT 541 - THE AUTOPILOT CONTROL HEAD WAS REPORTED SMOKING AND BURNING. REPLACED AUTOPILOT CONTROL HEAD. (M)									
2340 TWAA	955U 49427	DOUG DC982				SWITCH H200792	LOOSE COCKPIT		3/2/98 TWAA9803002
PBI - FLT 268 - DURING PREFLIGHT, WHEN PA BUTTON IN COCKPIT WAS PUSHED THE BUTTON ARCED AND SPARKED. SECURED LOOSE SWITCH. (M)									
2360 HALA	669HA 47654	DOUG DC951				STATIC WICK	DAMAGED LT ELEVATOR		2/2/98 HALA9800031
HNL - EVIDENCE OF LIGHTING STRIKE ON LEFT ELEVATOR TRAILING EDGE NEAR OUTBOARD STATIC WICK UNDERSIDE. PERFORMED LIGHTING STRIKE INSPECTION PER MM 5-53-0, TOP OF FUSELAGE FROM LEFT WINDOW BELT TO RT WINDOW BELT PEND AND 2B, 5 AND 6. COMPLETED LIGHTING STRIKE INSPECTION PER MM 5-53-0. FOUND STATIC WICK BAD. REPLACED STATIC WICK, OPS CHECK GOOD. (M)									
2410 NWAA	762NW 47395	DOUG DC941				CSD	INOPERATIVE LT ENGINE		4/23/98 9807199762
DURING FLIGHT, THE LEFT ENGINE DRIVEN GENERATOR SYSTEM BECAME INOPERATIVE. FLIGHT CREW FOLLOWED COM PROCEDURES. DIVERTED TO DTW AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED THE LEFT ENGINE CONSTANT SPEED DRIVE UNIT AND THE LEFT ENGINE DRIVEN GENERATOR. OPERATIONAL CHECK NORMAL.									
2420 NWAA	9333 47246	DOUG DC931				CONTROL PANEL	MALFUNCTIONED RT GENERATOR		4/22/98 9807129969
SHORTLY AFTER TAKEOFF, THE RIGHT GENERATOR CYCLED ON AND OFF FOUR TIMES THEN DROPPED OFF LINE. FLIGHT WAS RETURNED TO DTW AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED THE RIGHT GENERATOR CONTROL PANEL, VOLTAGE REGULATOR, GENERATOR, AND CSD. OPERATIONAL CHECK NORMAL. AIRCRAFT RETURNED TO SERVICE.									
2420 NWAA	769NC 47757	DOUG DC951				GEN CONTL PNL	MALFUNCTIONED FLIGHT DECK		3/18/98 9804509860
DURING CLIMBOUT, THE LEFT ENGINE DRIVEN GENERATOR TRIPPED OFF LINE TOGETHER WITH AN AC CROSSTIE LOCKOUT. THE FLIGHT CREW SUCCESSFULLY RESET THE LEFT ENGINE DRIVEN GENERATOR. RETURNED TO DTW AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED THE GENERATOR CONTROL PANEL AND AC BUS CONTROL UNIT, OPERATIONAL CHECK OK.									

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2424 USAA	803US 48035	DOUG DC981				GEN CONTROL 976J2544	FAILED NR 2	27298	5/19/97 USAAD97090
FLT 417 - FLL-PIT - CLIMBING THROUGH FL270, THE NR 2 GENERATOR WENT OFF LINE. TRIED TO BRING APU ONLINE, BUT FAILED DUE TO TWO OVERSPEEDS. DIVERTED TO CLT. REPLACED THE RIGHT GCU, AND RESET CROSSTIE LOCKOUT. (M)									
2432 NWAA	763NC 47716	DOUG DC951				WIRING	BROKEN BATTERY COMP		1/29/98 9802009854
SMOKE WAS COMING FROM BATTERY COMPARTMENT AND INTO COCKPIT WHILE AIRCRAFT WAS PARKED AT THE GATE. ALL PASSENGERS WERE SAFELY EVACUATED THROUGH MAIN CABIN DOOR. MAINTENANCE FOUND BROKEN WIRE P100A24N. REPLACED WIRING, BATTERIES, BATTERY CHARGER, AND TEMPERATURE SENSOR, OPERATIONAL CHECK NORMAL.									
2450 MWEA	301ME 47190	DOUG DC932				AC DISTRBUTION	MALFUNCTIONED COCKPIT		8/15/97 MWEA97732
DURING FLIGHT REPORTED CROSS TIE LOCKOUT, OUT OF 8000, ORH NO RESPONSE. RETURNED TO MK. MTC PERFORMED CROSS TIE CHECK, RESeT LOCK OUT LIGHT.									
2540 TWAA	408EA 47693	DOUG DC951				WIRE	SHORTED FWD LAVATORY		10/29/97 TWAA9712901
STL - FLT 675 - DURING CRUISE, THE FORWARD LAVATORY SHOCKED A PASSENGER WHEN THE LAVATORY DOOR WAS LOCKED. REPLACED AND RE-ROUTED SHORTED WIRE. OPERATIONAL CHECK NORMAL. (M)									
2560 VJ6A	918VV 47320	DOUG DC9				SLIDE 5928730503	DISLODGED L1 DOOR		3/13/98 VJ9800047
MAIN CABIN PASSENGER EMERGENCY DOOR SLIDE DISLODGED. REINSTALLED SLIDE COVER IAW DC9 MM 25-60, ACCOMPLISHED REQUIRED INSPECTIONS.									
2560 MWEA	700ME 2560	DOUG DC914				GIRT BAR 11320	DETACHED GALLEY DOOR		3/13/98 MWEA98347
THE GALLEY DOOR ESCAPE SLIDE ASSEMBLY DETACHED. MTC REINSTALLED R-1 GIRT BAR SLIDE CLIP.									
2560 GTIA	132NK 47202	DOUG DC931				COVER	FELL OFF DOOR SLIDE		10/25/97 GTIA9700388
TPA - FLT 637 - GALLEY DOOR SLIDE PACK COVER FELL OF DOOR DURING TAXI FOR TAKEOFF. RETURNED TO GATE FOR MAINTENANCE TO REATTACH. REINSTALLED SLIDE PACK COVER IAW DC9MM 25-62-0. RII INSPECTION PERFORMED. (M)									
2560 GTIA	17535 47111	DOUG DC932				SLIDE	FELL OFF PAX DOOR		2/4/98 GTIA9800020
MAIN CABIN DOOR SLIDE PACK FELL OFF. REINSTALLED MAIN CABIN DOOR SLIDE IAW DC-9 MM 25-62-0, INSTALLATION CHECKS GOOD. RII ACCOMPLISHED. (M)									
2560 VJ6A	936VV 47397	DOUG DC932				COVER 591769637	DISLODGED L1 DOOR SLIDE		4/22/98 VJ9800139
MAIN CABIN ENTRANCE DOOR EMERGENCY SLIDE PACK DISLODGED WHILE CLOSING. RESECURED SLIDE AND ACCOMPLISHED REQUIRED INSPECTION.									
2560 MWEA	203ME 47673	DOUG DC932				SLIDE COVER 5917689103	FELL OFF GALLEY DOOR		1/19/98 MWEA98071
CREW REPORTS, GALLEY DOOR SLIDE COVER FELL OFF. MTC INSTALLED SLIDE COVER.									
2560 MWEA	203ME 47673	DOUG DC932				SLIDE COVER 591769037	FELL OFF GALLEY DOOR		1/19/98 MWEA98075
THE GALLEY SLIDE COVER CAME OFF. MTC RESECURED THE SLIDE AND COVER.									

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2560 MWEA	209ME 47730	DOUG DC932				SLIDE 113313	FELL OFF GALLEY DOOR		3/13/98 MWEA98348
THE GALLEY DOOR SLIDE FELL OFF. MTC REINSTALLED GALLEY DOOR SLIDE.									
2560 MWEA	209ME 47730	DOUG DC932				SLIDE 113313	FELL OFF GALLEY DOOR		3/13/98 MWEA98346
GALLEY SERVICE DOOR EVACUATION SLIDE FELL OFF. REINSTALLED GALLEY SERVICE DOOR EVACUATION SLIDE.									
2560 MWEA	502ME 48132	DOUG DC932				SLIDE COVER 591769037	FELL OFF GALLEY DOOR		3/16/98 MWEA98349
THE GALLEY SERVICE DOOR SLIDE COVER FELL OFF. MTC REINSTALLED GALLEY SLIDE COVER.									
2565 NWAA	952N 47073	DOUG DC931				SLIDE 113317	LOW PRESSURE PAX DOOR	38451 3669	1/19/98 9801149902
DURING LINE MAINTENANCE INSPECTION, FOUND MAIN CABIN DOOR EVACUATION SLIDE LOW ON PRESSURE. REPLACED SLIDE.									
2565 NWAA	916RW 47144	DOUG DC931				SLIDE 113317	LOW RPRESSURE CABIN DOOR	37100 90	4/26/98 9807339952
DURING LINE MAINTENANCE INSPECTION, FOUND MAIN CABIN DOOR EVACUATION SLIDE BOTTLE PRESSURE LOW. REPLACED SLIDE.									
2565 NWAA	924RW 47185	DOUG DC931				BATTERY 113317	DISCHARGED MCD SLIDE	38923 6870	12/24/97 9724399961
DURING PERIODIC CHECK, FOUND MAIN CABIN EVACUATION SLIDE BATTERY PACK LOW. REPLACED SLIDE.									
2565 GTIA	969ML 47268	DOUG DC931				SLIDE 13621224	LOW PRESS CABIN		10/17/97 GTIA9700384
DTW - AFT EVACUATION SLIDE READING LOW ON PRESSURE. REMOVED AND REPLACED AFT EVACUATION SLIDE. ALL WORK DONE IAW DC-9 MM 25-62-1. RII INSPECTION PERFORMED. (M)									
2565 NWAA	927RC 47469	DOUG DC932				SLIDE 113317	LOW PRESSURE GALLEY DOOR	38360 5872	1/19/98 9801129923
DURING LINE MAINTENANCE INSPECTION, FOUND GALLEY DOOR EVACUATION SLIDE BOTTLE LOW ON PRESSURE. REPLACED SLIDE.									
2565 TWAA	902TW 49153	DOUG DC982				SLIDE 100506201	DEPLOYED TAIL		10/23/97 TWAA9712701
STL - WHILE PARKED AT THE GATE THE TAILCONE EMERGENCY ESCAPE SLIDE WAS INADVERTENTLY DEPLOYED BY SECURITY PERSONNEL. THE SLIDE FUNCTIONED PROPERLY. REMOVED AND REPLACED SLIDE, MFG P/N 100506-201, MANUFACTURED BY BF GOODRICH COMPANY. (M)									
2565 ASAA	937AS 49364	DOUG DC982				BOTTLE D37013115	LOW PRESSURE R1 DOOR		1/18/98 ASAA9880012
PDX - DURING MAINTENANCE CHECK, THE R1 DOOR EMERGENCY EVACUATION SLIDE INFLATION BOTTLE PRESSURE WAS FOUND LOW. REPLACED THE R1 DOOR EMERGENCY EVACUATION SLIDE ASSEMBLY. (M)									
2612 GTIA	928ML 47326	DOUG DC931				CONNECTOR	DIRTY RT ENGINE		10/4/97 GTIA9700381
PIE - FLT 220 - RIGHT ENGINE FIRE DETECTOR LOOP 'A' LIGHT CAME ON FOR A FEW SECONDS AND THEN WENT OUT. SYSTEM TESTS OK. CLEANED OILY CONNECTORS ON LOOP 'A' FIRE DETECTOR. FIRE DETECTOR TEST NORMAL. (M)									

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2720 NWAA	92S 47064	DOUG DC915				CAP	MISSING SUMP CONTAINER		12/26/97 9724419102
DURING CLIMBOUT, RUDDER TRAVEL UNRESTRICTED ANNUNCIATOR LIGHT DID NOT EXTINGUISH AT MAXIMUM AIRSPEED OF 280 KNOTS. FLIGHT CREW RETURNED TO ORIGINATION AND LANDED WITHOUT INCIDENT. MAINTENANCE REINSTALLED MISSING DRAIN CAP ON SUMP CONTAINER AND TESTED SYSTEM PER MAINTENANCE MANUAL REFERENCE 27-20-6, OPERATIONAL CHECK OK.									
2740 TWAA	9619V 53566	DOUG DC983				MOTOR 846D1003	WORN HORIZ STAB		3/13/98 TWAA9803705
STL - FLT 263 - PRIMARY LONGITUDINAL TRIM FAILED. FLIGHT RETURNED TO STL. REPLACED PRIMARY TRIM MOTOR. (X)									
2752 TWAA	916TW 49187	DOUG DC982				BRACE	CRACKED TE FLAP ACT		2/26/98 TWAA9803001
DURING C-CHECK, FOUND APPROX 2 INCH CRACK, OUTBOARD SIDE UPPER AFT CORNER OF X-BRACE. LOCATED INBOARD OF NR 2 FLAP ACTUATOR. REPAIRED PER ARA 15061. (M)									
2760 GTIA	941ML 47131	DOUG DC932				PUSHROD	OUTOF ADJUST LT SPOILER		10/12/97 GTIA9700382
MYR - FLT 1703 - WHEN DEPLOYING FLIGHT SPOILER, A/C ROLLED. FOUND LEFT OUTBOARD SPOILER CONTROL VALVE LINK, PUSHROD OUT OF ADJUSTMENT. ADJUSTED PUSHROD IAW DC-9 MM CHAPTER 27-61. OPS CHECK GOOD. RIGGED LATERAL MIXERS IAW MM 27-61. (M)									
2780 NWAA	956N 47252	DOUG DC931				BRACKET	BROKEN NR 1 SLAT		4/21/98 9807139906
DURING APPROACH INTO DTW, SLATS WOULD NOT EXTEND AND AIRCRAFT ROLLED TO THE RIGHT. CREW DECLARED AN EMERGENCY AND AIRCRAFT LANDED WITHOUT INCIDENT. MAINTENANCE FOUND NR 1 SLAT INBOARD IDLER PULLEY BRACKET BROKEN LOOSE FROM FORWARD SPAR BRACKET. AIRCRAFT WAS FERRIED TO ATL AND IS CURRENTLY BEING REPAIRED.									
2780 NWAA	769NC 47757	DOUG DC951				VALVE 59268805501	INOPERATIVE LE FLAPS	42481 42461	3/17/98 9804489860
DURING DESCENT, THE SLAT DISAGREEMENT INDICATION ILLUMINATED WHEN LEADING EDGE SLAT DE-VICES WERE EXTENDED. FLIGHT CREW FOLLOWED COM PROCEDURES, DECLARED EMERGENCY AND LANDED AT DTW WITHOUT INCIDENT. MAINTENANCE REPLACED THE SLAT CONTROL VALVE, OPERATIONAL CHECK OK.									
2822 NWAA	769NC 47757	DOUG DC951				BOOST PUMP	LEAKING LT WING		4/24/98 9807259860
DURING CLIMB-OUT, THE FLIGHT CREW NOTICED A STREAM OF FLUID LEAKING FROM THE LEFT WING. FLIGHT CREW DECLARED AN EMERGENCY, FOLLOWED COM PROCEDURES, RETURNED TO DFW, AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED THE RIGHT SIDE AFT BOOST PUMP VOLUTE. OPERATIONAL CHECK NORMAL.									
2842 TWAA	9420D 49824	DOUG DC982				CONNECTOR	LOOSE LT FUEL TANK		12/30/97 TWAA9715402
DURING CRUISE, THE LT FUEL TANK SHOWED APPARENT LOSS OF FUEL. SECURED CANNON PLUG ON LEFT FUEL FLOW TRANSMITTER. OPS CHECK NORMAL. CK-C 01 12-9-97 MCL. (X)									
2913 USAA	960VJ 47505	DOUG DC931				PUMP 4566M37B046NY	FAILED LT ENGINE		12/10/97 USAAD97232
PIT - LT 1165 - AFTER TAKEOFF DURING CLIMB-OUT, THE LEFT HYDRAULIC PRESSURE WENT TO ZERO. THE HYDRAULIC QUANTITY REMAINED NORMAL. THE FLIGHT RETURNED TO THE FIELD. MAINTENANCE REPLACED THE LEFT ENGINE DRIVEN HYDRAULIC PUMP, THE INPUT SHAFT WAS SHEARED. NO CONTAMINATION WAS FOUND IN THE FILTERS.									
2913 TWAA	416EA 47751	DOUG DC951				PUMP 314195	WORN NR 1 ENGINE		11/1/97 TWAA9713102
BDL - FLT 290 - DURING CLIMB, THE NR 1 ENGINE, S/N 1705, HYDRAULIC PUMP FAILED DUE TO WEAR. REMOVED AND REPLACED THE HYDRAULIC PUMP MANUFACTURED BY VICKERS. OPERATIONAL CHECK NORMAL. (M)									

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2913 ORJA	754RA 49641	DOUG DC987				PUMP AS66411LS666	UNSERVICEABLE NR 2 ENGINE		10/18/97 ORJA97180
DURING CLIMB-OUT OF SJC, NOTED RT ENGINE HYD PUMP FAILURE. REMOVED AND REPLACED NR 2 ENGINE DRIVEN HYD PUMP PER MM 29-10-05. AIRCRAFT RETURNED TO SERVICE. (M)									
3150 NWAA	677MC 47756	DOUG DC951				SWITCH	STICKING E/E COMPT		4/26/98 9807269884
DURING TAKEOFF ROLL, THE TAKEOFF AURAL WARNING HORN SOUNDED. FLIGHT CREW ABORTED TAKEOFF AND RETURNED TO THE GATE WITHOUT INCIDENT. MAINTENANCE CLEANED AND LUBRICATED THE HORIZONTAL STABILIZER WARNING SWITCH, OPERATIONAL CHECK NORMAL.									
3220 HALA	661HA 47796	DOUG DC951				NLG	BIRD STRIKE FWD FUSELAGE		6/17/97 HALA97126
HNL - DURING LANDING POSSIBLE BIRD STRIKE IN VICINITY OF NOSE AREA UNDERCARRIAGE. CHECKED CONDITION AND SECURITY OF NOSE GEAR AREA. ALSO, CHECKED NR 1 AND NR 2 ENGINE INTAKES. OK FOR SERVICE, NO DEFECTS NOTED. (M)									
3222 TWAA	927L 48123	DOUG DC934				SCHRADER VALVE	LEAKING NLG STRUT		5/8/97 TWAA9757001
FLT 771 - STL - DURING CLIMB, NOSE GEAR FAILED TO RETRACT DUE TO LEAKING SHRADER VALVE. REMOVED AND REPLACED SCHRADER VALVE AND STRUT INFLATED PER CHART. OPS CHECK NORMAL. (M)									
3222 NWAA	786NC 48148	DOUG DC951				STRUT	LOW PRESSURE NLG		1/16/98 9801119877
NOSE LANDING GEAR UNSAFE LIGHT REMAINED ON AFTER GEAR RETRACTION ACCOMPANIED BY TAKEOFF WARNING HORN AND LOSS OF PRESSURIZATION. CREW RECYCLED GEAR AND GEAR INDICATION AND SYSTEM FUNCTIONS RETURNED TO NORMAL. FLIGHT WAS CONTINUED TO DESTINATION AND AN UNEVENTFUL LANDING WAS ACCOMPLISHED. MAINTENANCE REPLACED THE NOSE GEAR STRUT SCHRADER VALVE AND SERVICED STRUT TO PROPER LEVEL. OPERATIONAL CHECK NORMAL.									
3222 USAA	827US 48049	DOUG DC981				STRUT	REQ'D SERVICE NLG		5/19/97 USAAD97091
FLT 441 - PIT-ORD - AFTER TAKEOFF, NOSE GEAR WOULD NOT RETRACT. CYCLED GEAR, AND NOSE STILL WOULD NOT RETRACT. RETURNED TO PIT. SERVICED NOSE STRUT WITH NITROGEN. (M)									
3222 CALA	16808 49262	DOUG DC982				STRUT	REQUIRED SERVICE NLG		4/23/98 CALA9800689
THE NOSE GEAR DID NOT RETRACT AFTER TAKEOFF FROM ORD. THE CHECKLIST WAS PERFORMED AND WHEN THE GEAR WAS PUT DOWN IT EXTENDED WITH A BANG. THE AIRCRAFT WAS RETURNED TO ORD WHERE IT LANDED WITHOUT INCIDENT. MAINTENANCE FOUND THE NOSE GEAR STRUT FLAT. A FULL SERVICE WAS PERFORMED ON THE NOSE STRUT IAW MM 32-21-02. STRUT LEAK CHECK WAS GOOD.									
3222 CALA	809NY 49263	DOUG DC982				STRUT	FLAT NLG		4/21/98 CALA9800686
THE NLG WOULD NOT RETRACT AFTER TAKEOFF. THE AIRCRAFT WAS RETURNED TO EWR WHERE IT LANDED WITHOUT INCIDENT. MAINTENANCE FOUND THE NLG STRUT FLAT. A NEW GLAND NUT WAS INSTALLED AND THE STRUT WAS REPACKED.									
3222 AALA	581AA 53158	DOUG DC982				STRUT	REQ'D SERVICE NLG		2/19/98 AALA980374
ORD - FLT 1025 - AFTER TAKEOFF, HAD TO CYCLE GEAR TO GET NOSE LANDING GEAR LIGHT TO EXTINGUISH. SERVICED GEAR WITH FLUID AND NITROGEN. ACCOMPLISHED LANDING GEAR RETRACTION CHECK WITH NO DEFECTS FOUND. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3230 ABXA	966AX 47510	DOUG DC941				BY-PASS VALVE 3916977501	STICKING LANDING GEAR		7/22/97 ABXA9701286
LANDING GEAR WOULD NOT RETRACT AFTER TAKEOFF. LUBRICATED LANDING GEAR CONTROL BY-PASS VALVE, OPS CHECKED GOOD IAW DC9 MM.									

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3230 TWAA	904TW 49156	DOUG DC982				RETRACT CYL 39281375001	WORN NLG	4/1/98	TWAA9805002
STL - FLT 714 - AFTER CHECK-C MAINTENANCE FLT 714 RETURNED TO STL DUE TO NOSE GEAR DOOR UNSAFE LIGHT ON WITH GEAR RETRACTED. FOUND LOWER BUNGEE BOLT FOR NOSE GEAR TOO LONG MFG NAS1106-23D. HIT STRUCTURE AT DOUBLER. INSTALLED SHORTER BOLT. AIRCRAFT OPERATED OUT OF STL ON FLT 10, BUT LANDING GEAR WOULD NOT RETRACT. RETURNED TO STL. FOUND GROUND BYPASS HANDLE OUT. REPLACED LATCH ON GROUND BYPASS HANDLE, THE NLG RETRACT CYL, AND THE RETRACT CYCL LOWER BUSHING. LATCH MFG H5000-2-125-218. BUSHING MFG S22103780H8-050. (M)									
3231 ABXA	923AX 47165	DOUG DC931				RIVETS	SHEARED MLG DR TQ TUBE	4/21/98	ABXA9800370
AFTER EXTENDING LANDING GEAR, GEAR DOOR OPEN LIGHT ILLUMINATED. ABORTED APPROACH AND RECYCLED GEAR. LEFT GEAR RED LIGHT AND GEAR DOOR OPEN LIGHT ILLUMINATED. CREW INITIATED EMERGENCY GEAR EXTENSION PROCEDURES AND LANDED WITH THE LEVER UP. LANDING WAS UNEVENTFUL. REPLACED SHEARED RIVETS IN THE TORQUE TUBE SEQUENCE AFM.									
3231 USAA	824US 49143	DOUG DC982				RETRACT MECH	MALFUNCTIONED NLG DOORS	2/14/98	USAAD98025
GSO - FLT 8001 - AFTER TAKEOFF AND GEAR RETRACTION THERE WAS A LOUD NOISE AND VIBRATION FROM THE FRONT OF THE AIRCRAFT. DURING RECYCLING OF THE GEAR, WHEN THE GEAR WAS DOWN THERE WAS NO VIBRATION, BUT WHEN THE WAS RETRACTED THE VIBRATION AND NOISE RETURNED. GEAR INDICATION WAS NORMAL. THE AIRCRAFT RETURNED TO THE FIELD. MAINTENANCE FOUND BOTH NOSE GEAR DOORS OPEN. THE DOORS WERE CLOSED AND SECURED. THE NOSE GEAR WAS THEN RETRACTED SEVERAL TIMES AND ALL OPERATIONS WERE NORMAL. (M)									
3241 ORJA	841RA 49421	DOUG DC982				CONTROL BOX 42807	INOP ANTI-SKID SYSTEM	5/5/97	ORJA9762
'WHEEL NOT TURNING' LGHT ILLUMINATED AT 35 KNOTS. GROUND ABORTED. FOUND WATER LEAKING INTO ANTI-SKID CONTROL BOX AND AUTO BRAKE CONTROL BOX. REMOVED AND REPLACED BOTH ANTI-SKID AND AUTO BRAKE CONTROL BOXES PER MM CHAPTER 32 AND CHAPTER 34. ALL OPERATIONAL CHECKS NORMAL. (M)									
3244 USAA	929VJ 48118	DOUG DC931				TIRE 3910063507	BLOWN LT MLG	2/22/98	USAAD98033
IND - FL 277 - ON TAKEOFF THERE WAS A STRONG VIBRATION AND A LEFT GEAR RED UNSAFE LIGHT WITH THE GEAR STILL DOWN. THE GEAR WAS LEFT IN THE DOWN POSITION AND THE CAPTAIN VERIFIED THE GEAR WAS DOWN AND LOCKED. THE A/C RETURNED TO THE FIELD AND LANDED WITHOUT INCIDENT. MX REPLACED BOTH LEFT MAIN TIRES DUE TO THE LEFT MAIN INBOARD TIRE BEING FLAT AND THE CAP BLOWN OFF. THE LEFT MAIN LANDING GEAR DOWN SENSOR AND CONDUIT BRACKET WERE REPLACED. THE A/C WAS THEN FERRIED TO THE MAIN MAINTENANCE BASE FOR FLAP REPAIRS. (M)									
3244 GTIA	12536 47113	DOUG DC932				TIRES	FAILED RT MLG	10/19/97	GTIA9700385
MCO - FLT 216 - RIGHT INBOARD MAIN TIRE SEPARATED WITH SUBSEQUENT DAMAGE TO HYDRAULIC, ENGINE, AND FLAP SYSTEMS. REPLACED NR 3 AND NR 4 MAIN WHEEL ASSEMBLIES IAW DC0 MM 32-40-00. REPLACED DAMAGED SECTION OF RIGHT FLAP TE IAW DC9 SRM 57-09, FIG 51-30 AND 51-61. REMOVED AND REPLACED DAMAGED HYDRAULIC LINES. REPAIRED 6 C-1 BLADES IAW PW MM 72-00. (M)									
3244 GTIA	941ML 47131	DOUG DC932				TIRE	FAILED NR 2 MLG	10/27/97	GTIA9700389
ACY - FLT 201 - NR 2 MAIN WHEEL BLEW ON LANDING. REMOVED AND REPLACED NR 2 MAIN WHEEL ASSEMBLY PER MM 32-40-1. (M)									
3244 GTIA	942ML 47478	DOUG DC932				TIRES	OUT OF ROUND NLG	10/17/97	GTIA9700383
DTW - ABORTED TAKEOFF (70 KIAS), EXTREME VIBRATION AND NOISE POSSIBLE FROM NOSE WHEEL. FOUND BOTH NOSE TIRES OUT OF ROUND. REPLACED LEFT AND RIGHT NOSE WHEEL ASSEMBLIES IAW CH 32-40-2. TIRES SERVICED TO 140 PSI. PERFORMED REJECTED TAKEOFF INSPECTION IAW GMM USING FORM QC RT-01. NO DEFECTS NOTED. (M)									
3260 USAA	942VJ 47057	DOUG DC931				DOOR	OUT OF ADJUST LT MLG	12/2/97	USAAD97226
PIT - FLT 449 - DURING CRUISE, THE LEFT GEAR UNSAFE LIGHT ILLUMINATED. THE AIRCRAFT DIVERTED TO PIT AND LANDED WITHOUT INCIDENT. MAINTENANCE ADJUSTED THE LEFT MAIN LANDING GEAR DOOR HUBCAP BUMPER SHIMS. THE GEAR RETRACTION, EXTENSION, AND ALTERNATE EXTENSION WERE CHECKED AND FOUND NORMAL. (X)									

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3260 ABXA	944AX 47550	DOUG DC931				PROX BOX 0080004003	DEFECTIVE E/E COMPT		4/21/98 ABXA9800368
DURING FINAL APPROACH, GEAR DOOR OPEN LIGHT FAILED TO EXTINGUISH AFTER GEAR EXTENSION. RECYCLED GEAR AND LIGHT EXTINGUISHED. REPLACED LANDING GEAR PROXIMITY BOX IAW DC9 MM 32-00.									
3260 IH3R	212ME 47701	DOUG DC931				SWITCH 801801	FAILED NLG		4/17/98 IH981432001
DURING EVALUATION FLIGHT THERE WAS A NOSE GEAR UNSAFE INDICATION AFTER LANDING GEAR EXTENSION. REMOVED AND REPLACED NOSE LANDING GEAR DOWNLOCK SWITCH, OPS CHECK NORMAL.									
3260 NWAA	9347 45827	DOUG DC932				BULB	BURNED OUT LT MLG		2/1/98 9802019951
LEFT MAIN LANDING GEAR GREEN LIGHT DID NOT ILLUMINATE AFTER GEAR EXTENSION. CREW ABORTED APPROACH AND NORMAL INDICATIONS WERE ACHIEVED DURING GO-AROUND. AIRCRAFT LANDED WITHOUT INCIDENT. MAINTENANCE RELAMPED LEFT MAIN LANDING GEAR GREEN DOWNLOCK LIGHT, OPERATIONAL CHECK NORMAL.									
3260 NWAA	3322L 47031	DOUG DC932				PROX SENSOR	BROKEN NLG		2/3/98 9802169940
NOSE LANDING GEAR UNSAFE LIGHT REMAINED ON AFTER GEAR RETRACTION. CREW PERFORMED COCKPIT OPERATING MANUAL PROCEDURES AND FLIGHT CONTINUED TO DESTINATION. ON GEAR EXTENSION, NOSE UNSAFE LIGHT REMAINED ILLUMINATED. GO-AROUND PROCEDURES WERE EXECUTED AND EMERGENCY GEAR EXTENSION PROCEDURES WERE UTILIZED. AIRCRAFT LANDED WITHOUT INCIDENT. MAINTENANCE FOUND NOSE GEAR DOWNLOCK PROXIMITY SENSOR BRACKET BROKEN. REPLACED SENSOR, OPERATIONAL CHECK NORMAL.									
3260 NWAA	614NW 47128	DOUG DC932				PSEU PROCESSOR	MALFUNCTIONED NLG		3/31/98 9805459614
NOSE LANDING GEAR UNSAFE LIGHT REMAINED ON AFTER GEAR RETRACTION. FLIGHT WAS RETURNED TO MSP AND LANDED WITHOUT INCIDENT. MAINTENANCE COULD NOT DUPLICATE DISCREPANCY ON GROUND. REPLACED PSEU PROCESSOR AS A PRECAUTION.									
3260 CALA	12538 47218	DOUG DC932				DNLOCK SWITCH	INOPERATIVE LT MLG		3/10/98 CALA9800409
WHEN GEAR WAS EXTENDED FOR LANDING ON APPROACH, THE LEFT MLG GREEN LIGHT DID NOT ILLUMINATE. THE GEAR WAS CYCLED SEVERAL TIMES, BUT THE LIGHT DID NOT COME ON. THE EMERGENCY GEAR EXTENSION HANDLE WAS PULLED BUT THE LEVER WAS JAMMED. THE LEFT MLG GREEN LIGHT FINALLY CAME ON. A TOWER FLY-BY WAS PERFORMED AND THE GEAR WAS VISUALLY CONFIRMED DOWN AND LOCKED. THE AIRCRAFT LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED THE LT MLG DOWNLOCK SWITCH IAW MM 32-60-1. THE GEAR WAS SWUNG AND ALL INDICATIONS WERE GOOD. OPERATION OF THE ALTERNATE EXTENSION CONTROL LEVER WAS CHECKED IAW MM 32-31-2 AND OPERATION CHECKED GOOD WITH THE GEAR EXTENDING AND LOCKING INTO POSITION.									
3260 NWAA	752NW 47116	DOUG DC941				PROCESSOR UNIT 301350201	INOPERATIVE E/E COMPT	552 552	4/22/98 9807039752
DURING CLIMB-OUT, THE RIGHT MAIN INBOARD BRAKE ASSEMBLY INDICATED AN OVERTEMP CONDITION. THE FLIGHT CREW LOWERED THE LANDING GEAR HANDLE PER COM PROCEDURES RESULTING IN A LANDING GEAR UNSAFE LIGHT ILLUMINATION. LANDING GEAR WAS RECYCLED WITH A CONTINUAL ILLUMINATION OF THE LEFT LANDING GEAR UNSAFE LIGHT. FLIGHT LANDED AT DESTINATION WITHOUT INCIDENT. MAINTENANCE REPLACED THE LANDING GEAR INDICATION PROCESSOR UNIT. OPERATIONAL CHECK NORMAL.									
3260 ABXA	977AX 47513	DOUG DC941				SWITCH H141005	DEFECTIVE NLG		4/26/98 ABXA9800406
NOSE GEAR UNSAFE LIGHT FAILED TO ILLUMINATE WITH THROTTLES AT IDLE AND GEAR IN THE UP POSITION. REPLACED NOSE LANDING GEAR UP AND DOWN LIMIT SWITCHES.									
3260 ABXA	958AX 47760	DOUG DC941				UP LATCH LIGHT	ILLUMINATED NLG		4/22/98 ABXA9800372
NOSE GEAR UNSAFE LIGHT ILLUMINATED AFTER UP-LATCH CHECK WITH HANDLE IN THE UP POSITION. RECYCLED GEAR, LIGHT EXTINGUISHED. INSPECTED UPLOCK PROXIMITY SWITCH AND TARGET. NO DEFECTS NOTED. CYCLED NOSE GEAR 5 TIMES. OPS CHECKED GOOD.									

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3260 AALA	236AA 49251	DOUG DC982			ELDEC	SENSOR 5543151	DIRTY NLG		12/24/97 AALA972503
ORD - FLT 0317 - EN ROUTE LGA/ORD, NOSE GEAR RED LIGHT ILLUMINATED DURING DESCENT. LANDED ORD WITHOUT INCIDENT. INSPECTED NOSE GEAR, FOUND TO BE DRY. LUBRICATED NOSE GEAR AND ACCOMPLISHED GEAR SWING MULTIPLE TIMES, NO DISCREPANCY NOTED. ALSO, FOUND UPLOCK SENSOR DIRTY WITH GREASE AND GRIME. CLEANED SENSOR, SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3260 AALA	298AA 49310	DOUG DC982			ELDEC	SENSOR 5543151	OUT OF ADJUST NLG		2/23/98 AALA980399
ORD - FLT 1418 - DURING APPROACH TO ORD WITH THROTTLES AT IDLE, NOSE LANDING GEAR UNSAFE LIGHT DID NOT ILLUMINATE. AIRCRAFT LANDED ORD WITHOUT INCIDENT. MAINTENANCE FOUND NOSE LANDING GEAR UP SENSOR AND TARGET OUT OF LIMITS. ADJUSTED NOSE LANDING GEAR UP SENSOR AND TARGET PER MM LIMITS. ACCOMPLISHED NOSE LANDING GEAR RETRACTION CHECK CYCLING GEAR SEVERAL TIMES WITH NO DEFECTS FOUND. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3260 AALA	7530 49922	DOUG DC982				SWITCH UNIT SS092200017019	DEFECTIVE COCKPIT		2/26/98 AALA980412
ORD - FLT 0424 - AFTER TAKEOFF WITH NORMAL GEAR RETRACTION, THE GEAR UNSAFE LIGHTS ILLUMINATED WITH GEAR HANDLE UP ON ALL THREE GEARS. AIRCRAFT CONTINUED TO ORD AND LANDED WITHOUT INCIDENT. REPLACED RIGHT THROTTLE SWITCH SYSTEM AND CYCLED GEAR SEVERAL TIMES WITH NO FURTHER FAULTS. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3260 AALA	554AA 53084	DOUG DC982			KORRY	ANNUNCIATOR 368658188117	LOOSE RT MLG		12/22/97 AALA972529
TPA - FLT 1478 - DURING APPROACH TO TPA WHEN LANDING GEAR EXTENDED, RT MLG GREEN LIGHT FAILED TO ILLUMINATE. AIRCRAFT MADE A FLY-BY THE TPA TOWER AND LANDED WITHOUT INCIDENT. MAINTENANCE RESEATED AND SECURED ANNUNCIATOR BASE HOUSING. SYSTEM GROUND CHECKED, NORMAL OPERATION.									
3310 NWAA	1309T 47316	DOUG DC931				LIGHT	FAILED RT COCKPIT		1/18/98 9801139944
DURING TAXI-OUT, AN ACRID ELECTRICAL SMOKE DEVELOPED IN COCKPIT. FLUORESCENT LIGHT CIRCUIT BREAKER L-20 POPPED. AIRCRAFT RETURNED TO GATE. MAINTENANCE SUSPECTED SHORT IN BALLAST OR WIRING TO FIRST OFFICER'S FLUORESCENT LIGHTS. DEFERRED LIGHTS PER MEL 33-1.									
3320 TWAA	927L 48123	DOUG DC934				WIRE	BROKEN CABIN		3/2/98 TWAA9803003
STL - FLT 433 - A BURNING SMELL WAS DETECTED IN REAR OF CABIN AT 300 FT AGL. REPAIRED BROKEN WIRE AT WIRE BUNDLE FOR LIGHTING BALLAST, ROW 19 RT SIDE. (M)									
3350 NWAA	8906E 45747	DOUG DC914				BATTERIES	DISCHARGED CABIN		3/16/98 9804529163
DURING LINE CHECK, FOUND OVERWING EMERGENCY EXIT LIGHT INOPERATIVE. MAINTENANCE REPLACED POWER SUPPLY AND BATTERIES, OPERATIONAL CHECK OK.									
3350 NWAA	8908E 45749	DOUG DC914				BATTERY	DISCHARGED CABIN		3/15/98 9804449150
DURING LINE CHECK, FOUND ONE EACH FORWARD EMERGENCY FLIGHT ATTENDANT FLASHLIGHT INOPERATIVE. MAINTENANCE REPLACED THE BATTERY, OPERATIONAL CHECK OK.									
3350 NWAA	93S 47078	DOUG DC915				BATTERY PACK	DISCHARGED LT NACELLE		2/2/98 9802109103
DURING INSPECTION, THE LEFT NACELLE EMERGENCY LIGHT WAS FOUND TO BE INOPERATIVE. MAINTENANCE REPLACED THE EMERGENCY LIGHTS BATTERY PACK, OPERATIONAL CHECK OK.									
3350 NWAA	94S 47204	DOUG DC915				SOCKET	INOPERATIVE CABIN		4/24/98 9807279104
DURING LINE CHECK, FOUND 2 RED EMERGENCY PATH LIGHTS INOPERATIVE. MAINTENANCE REPLACED 2 SOCKET ASSEMBLIES, OPERATIONAL CHECK NORMAL.									

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3350 NWAA	8929E 45866	DOUG DC931				POWER SUPPLY	INOPERATIVE CABIN		12/29/97 9724479948
DURING LINE CHECK, FOUND EMERGENCY EXIT LIGHTS AT SEAT ROWS 5 THROUGH 7 INOPERATIVE. MAINTENANCE REPLACED POWER SUPPLY AND BATTERIES, OPERATIONAL CHECK OK.									
3350 USAA	930VJ 45868	DOUG DC931				LIGHTING	INOPERATIVE CABIN		2/18/98 USAAD98027
CMH - AFT CABIN AND TAILCONE CATWALK FLOOR PATH LIGHTING INOP. MAINTENANCE FOUND ONE CATWALK SOCKET WITH MOISTURE CONTAMINATION FROM THE LEFT WATER SEPARATOR UNION DRIPPING. DRIED AND CLEARED AREA AND REPLACED SOCKET. (M)									
3350 USAA	943VJ 47058	DOUG DC931				LIGHT P2010014	INOPERATIVE SERVICE DOOR		11/24/97 USAAD97227
PHL - EMERGENCY LIGHT ON THE RIGHT DOOR SLIDE BROKEN. MAINTENANCE REPLACED THE DOOR SLIDE LIGHT ASSEMBLY AND REPAIRED THE WIRING. (X)									
3350 NWAA	952N 47073	DOUG DC931				RELAY	INOPERATIVE TAIL CONE		12/29/97 9724469902
DURING LINE CHECK, FOUND 2 EMERGENCY EXIT LIGHTS INOPERATIVE IN THE TAIL CONE AREA. MAINTENANCE REPLACED EMERGENCY EXIT LIGHT RELAY R2-213, OPERATIONAL CHECK OK.									
3350 ABXA	937AX 47074	DOUG DC931				PWR SUPPLY 6003043	INOPERATIVE CABIN		7/20/97 ABXA9701287
EMERGENCY POWER SUPPLY WAS INOPERATIVE. REPLACED EMERGENCY POWER SUPPLY IAW DC9 MM 24-20-00.									
3350 TWAA	993Z 47082	DOUG DC931				BATTERY PACK 589222	DISCHARGED CABIN		5/13/97 TWAA9759001
STL - FLT 578 - DURING CRUISE, EMERGENCY ESCAPE PATH LIGHTING ILLUMINATED. REMOVED AND REPLACED BATTERY PACK, MFG P/N 58922-2, MANUFACTURED BY LUMINESCENT SYSTEMS, INC. OPERATIONAL CHECK NORMAL. (M)									
3350 TWAA	992Z 47095	DOUG DC931				POWER SUPPLY 58222	INOPERATIVE CABIN		7/3/97 TWAA9775001
STL - FLT 408 - DURING LAY-OVER, MAINTENANCE EMERGENCY EGRESS LIGHTS AT ROWS 8 - 14 WERE FOUND INOPERABLE. REMOVED AND REPLACED POWER SUPPLY, MFG PN 5822-2, MFG BY LUMINESCENT SYSTEMS, INC. OPS CHECK NORMAL. OP-16 - 6-8-97 - MCI. (X)									
3350 USAA	973VJ 47099	DOUG DC931				BATTERY PACK	DISCHARGED CABIN		2/10/98 USAAD98026
PIT - FLOOR PATH LIGHTING INOPERATIVE FROM ROW 16 TO TAILCONE CATWALK. MAINTENANCE REPLACED FUSE IN THE FLOOR PATH BATTERY PACK. (M)									
3350 TWAA	990Z 47136	DOUG DC931				POWER SUPPLY 58222	INOPERATIVE CABIN		4/1/98 TWAA9804901
FLT STL - FLT 314 - ONE SECTION OF OVERHEAD COACH EMERGENCY LIGHTS WERE REPORTED INOP. REPLACED CEILING POWER SUPPLY IN FORWARD CABIN. (M)									
3350 TWAA	987Z 47137	DOUG DC931				BATTERY PACK 58222	DISCHARGED CABIN		5/6/97 TWAA9755002
STL - DURING CRUISE EGRESS LIGHTS FLICKERED DUE TO WORN BATTERY PACK. REMOVED AND REPLACED EGRESS BATTERY MFG P/N 5822-2, MANUFACTURED BY LUMINESCENT SYSTEMS, INC. OPERATIONAL CHECK NORMAL. (M)									
3350 NWAA	8934E 47143	DOUG DC931				POWER SUPPLY	INOPERATIVE CABIN		3/31/98 9805429998
DURING LINE MAINTENANCE INSPECTION, FOUND EMERGENCY ESCAPE PATH LIGHTING BETWEEN SEATS 18 THRU 21 AND AT LEFT LAVATORY EXIT INOPERATIVE. REPLACED POWER SUPPLY AND BATTERIES, OPERATIONAL CHECK NORMAL.									

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3350 NWAA	916RW 47144	DOUG DC931				POWER SUPPLY	MALFUNCTIONED CABIN	2/3/98	9802159952
DURING LINE MAINTENANCE INSPECTION, FOUND EMERGENCY LIGHT AT RIGHT FORWARD SERVICE DOOR INOPERATIVE. REPLACED POWER SUPPLY, OPERATIONAL CHECK NORMAL.									
3350 NWAA	911RW 47149	DOUG DC931				BATTERY PACK 6014113	DISCHARGED CABIN	2/1/98	9802079965
FLOOR PROXIMITY EMERGENCY LIGHTS AT OVERWING EMERGENCY EXIT FLICKERED ON AND OFF DURING FLIGHT. REPLACED BATTERY PACK AND BATTERIES AT ROW 12A, OPERATIONAL CHECK NORMAL.									
3350 NWAA	912RW 47150	DOUG DC931				BATTERY	DISCHARGED CABIN	2/1/98	9802069964
FLIGHT ATTENDANT REPORTED, FORWARD EMERGENCY FLASHLIGHT NOT BLINKING. REPLACED BATTERY, OPERATIONAL CHECK NORMAL.									
3350 NWAA	8938E 47161	DOUG DC931				WIRING	MISINSTALLED CABIN	4/22/98	9807179947
DURING LINE CHECK, FOUND CEILING EMERGENCY LIGHT INBOARD OF FORWARD LAVATORY INOPERATIVE. MAINTENANCE CORRECTED LIGHTING WIRING. OPERATIONAL CHECKS NORMAL.									
3350 NWAA	8945E 47181	DOUG DC931				BATTERY PACK	DISCHARGED CABIN	3/16/98	9804569989
DURING LINE MAINTENANCE INSPECTION, FOUND EMERGENCY PATH LIGHTS IN TAIL CONE CATWALK AREA INOPERATIVE. REPLACED BATTERY PACK, OPERATIONAL CHECK NORMAL.									
3350 NWAA	8945E 47181	DOUG DC931				POWER SUPPLY	INOPERATIVE CABIN	4/22/98	9807169989
DURING LINE CHECK, FOUND EMERGENCY LIGHTS INOPERATIVE IN TAIL COMPARTMENT CATWALK. MAINTENANCE REPLACED THE POWER SUPPLY.									
3350 NWAA	8950E 47186	DOUG DC931				BATTERIES	DISCHARGED CABIN	4/22/98	9807189990
DURING LINE CHECK, FOUND EMERGENCY OVERHEAD LIGHTING IN FIRST CLASS SECTION DIM. MAINTNANCE REPLACED BATTERIES AND POWER SUPPLY.									
3350 USAA	932VJ 47189	DOUG DC931				BATTERIES 14597101	DISCHARGED CABIN	5/17/97	USAAD97088
IND - FOUND LEFT AND RIGHT EXIT LIGHTS ILLUMINATED WHEN A/C POWER SHUTOFF. REPLACED BATTERIES IN AFT LEFT AND RIGHT EMERGENCY OVERWING EXIT LIGHTS. (M)									
3350 GTIA	132NK 47202	DOUG DC931				LIGHT	INOPERATIVE CABIN	1/18/98	GTIA9800014
ACY - FLT 119 - FORWARD EMERGENCY FLASHLIGHT INOP NOT FLASHING. REMOVED AND REPLACED FORWARD EMERGENCY FLASHLIGHT, OPS CHECK GOOD ON GROUND. (M)									
3350 GTIA	132NK 47202	DOUG DC931				LIGHT 08163001308	CRACKED CABIN	10/23/97	GTIA9700387
DTW - EMERGENCY FLOOR LIGHTING TRACK IN ROW 2D IS CRACKED. REMOVED AND REPLACED FLOOR LIGHT TRACK IN ROW 2D AND RESECURED ALL LIGHT LENSES PROPERLY. OPS CHECK IS GOOD. (M)									
3350 GTIA	132NK 47202	DOUG DC931				LIGHT 08163001308	BROKEN CABIN	10/22/97	GTIA9700386
DTW - EMERGENCY FLOOR LIGHTING TRACK IN ROW 1 EF IS CRACKED AND LIGHT LENS POPPED OUT OF PLACE. REMOVED AND REPLACED FLOOR LIGHT TRACK IN ROW 1EF AND RESECURED ALL LIGHTS LENSES PROPERLY. OPS CHECK IS GOOD. (M)									

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3350 GTIA	132NK 47202	DOUG DC931				LIGHTS	INOPERATIVE COCKPIT		10/28/97 GTIA9700392
DTW - FLT 420 - COCKPIT EMERGENCY EVACUATION LIGHTS INOPERATIVE. REMOVED AND REPLACED COCKPIT EMERGENCY EVACUATION LIGHT BATTERIES IAW DC9 MM 33-53-0, OPS CHECK GOOD. (M)									
3350 USAA	933VJ 47216	DOUG DC931				POWER SUPPLY 60030451LB	INOPERATIVE CABIN		2/19/98 USAAD98030
ROC - THE AFT CABIN CEILING MOUNTED EMERGENCY LIGHTS WERE INTERMITTENT. MAINTENANCE REPLACED THE EMERGENCY LIGHT POWER SUPPLY. (M)									
3350 NWAA	957N 47253	DOUG DC931				FUSE	BLOWN CABIN		4/24/98 9807369907
DURING LINE MAINTENANCE INSPECTION, FOUND EMERGENCY LIGHTS BETWEEN ROWS 5 THRU 7 INOPERATIVE. REPLACED FUSE, OPERATIONAL CHECK NORMAL.									
3350 NWAA	959N 47255	DOUG DC931				BATTERY PACK 6011779	DISCHARGED LT NACELLE		1/30/98 9802049909
DURING LINE MAINTENANCE INSPECTION, FOUND LEFT NACELLE EMERGENCY LIGHT INOPERATIVE. REPLACED BATTERY PACK, OPERATIONAL CHECK NORMAL.									
3350 GTIA	969ML 47268	DOUG DC931				LIGHT CM3071BPEGPL	INOPERATIVE CABIN		12/14/97 GTIA9800015
DTW - FLT 1005 - FOURTH FROM FORWARD RED AISLE PATH LIGHT INOP. RELAMPED OPS CHECK GOOD IAW DC9MM 33-50-0. THIS CLEARS DMI NR 343. (M)									
3350 GTIA	969ML 47268	DOUG DC931				LIGHT P207001101	INOPERATIVE CABIN		1/10/98 GTIA9800013
DTW - FLT 617 - AFT UPPER PORTABLE FLASHLIGHT INOP. REMOVED AND REPLACED PORTABLE FLASHLIGHT IAW DC-9 MM 33-50-0. OPS CHECK GOOD. (M)									
3350 GTIA	969ML 47268	DOUG DC931				WIRE	FAILED COCKPIT		10/27/97 GTIA9700391
DTW - COCKPIT EMERGENCY EVACUATION LIGHTS INOPERATIVE. REPAIRED DEFECTED WIRE AT LIGHT ASSEMBLY STATION 200. OPS CHECKED NORMAL IAW DC-9 MM 33-50. (M)									
3350 NWAA	1309T 47316	DOUG DC931				BATTERY PACK 60030451	DISCHARGED CABIN		1/30/98 980205994
DURING LINE MAINTENANCE INSPECITON, FOUND LEFT AND RIGHT AFT OVERWING EMERGENCY EXIT SIGN LIGHTS INOPERATIVE. REPLACED BATTERY PACK, OPERATIONAL CHECK NORMAL.									
3350 NWAA	1309T 47316	DOUG DC931				BATTERY PACK 60030451	DISCHARGED CABIN		1/30/98 9802059944
DURING LINE MAINTENANCE INSPECITON, FOUND LEFT AND RIGHT AFT OVERWING EMERGENCY EXIT SIGN LIGHTS INOPERATIVE. REPLACED BATTERY PACK, OPERATIONAL CHECK NORMAL.									
3350 GTIA	928ML 47326	DOUG DC931				LENS 07912	MISSING CABIN		10/24/97 GTIA9700390
DTW - EMERGENCY AISLE PATH LIGHTING (1ST LIGHT) PROTRUDING FROM FLOOR. REPLACED LENS COVER IAW DC-9 MM 33-50. OPS CHECK GOOD. (M)									
3350 NWAA	1798U 47369	DOUG DC931				POWER SUPPLY	INOPERATIVE CABIN		4/22/98 9807159938
DURING LINE CHECK, FOUND THE LEFT NACELLE EMERGENCY LIGHT INOPERATIVE. MAINTENANCE REPLACED THE POWER SUPPLY.									

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3350 NWAA	9339 47382	DOUG DC931				BATTERY	DISCHARGED CABIN		1/30/98 9802089975
DURING PERIODIC CHECK, FOUND FORWARD CABIN, GALLEY DOOR, COCKPIT OVERHEAD, AND FORWARD ENTRY DOOR EMERGENCY LIGHTS INOPERATIVE AND/OR FAILED TEN MINUTE TEST. REPLACED POWER SUPPLY AND BATTERIES, OPERATIONAL CHECK NORMAL.									
3350 NWAA	9342 47391	DOUG DC931				BATTERIES	DISCHARGED CABIN		3/17/98 9804549978
DURING PERIODIC CHECK, FOUND AFT OVERWING EMERGENCY EXIT SIGN LIGHTS INOPERATIVE. REPLACED BATTERIES, OPERATIONAL CHECK NORMAL.									
3350 NWAA	964N 47416	DOUG DC931				WIRE	BROKEN CABIN		3/16/98 9804559914
DURING LINE MAINTENANCE INSPECTION, FOUND EMERGENCY LIGHTS BETWEEN ROWS 18 THRU 20 INOPERATIVE. REPLACED BROKEN WIRE UNDER SEATS 19DEF, OPERATIONAL CHECK NORMAL.									
3350 ABXA	941AX 47419	DOUG DC931				BATTERY 41B004AD07G3	DISCHARGED CABIN		4/21/98 ABXA9800369
EMERGENCY EXIT LIGHTS WERE DIM. REPLACED EMERGENCY LIGHT BATTERIES.									
3350 ABXA	941AX 47419	DOUG DC931				BATTERY 41B004AD07G3	DISCHARGED CABIN		2/20/97 ABXA9701285
EMERGENCY LIGHTS ILLUMINATE WHEN BATTERY SWITCH IS TURNED OFF. REPLACED EMERGENCY LIGHT BATTERIES.									
3350 NWAA	9344 47440	DOUG DC931				BATTERIES	DISCHARGED COCKPIT		12/26/97 9724359980
DURING LINE MAINTENANCE INSPECTION, FOUND COCKPIT EMERGENCY LIGHTS INOPERATIVE. REPLACED BATTERIES, OPERATIONAL CHECK NORMAL.									
3350 GTIA	934ML 47526	DOUG DC931				BATTERY PACK RPSIB	DISCHARGED CABIN		1/14/98 GTIA9800010
DTW - EMERGENCY LIGHTS IN AFT CABIN STAY ON AT ALL TIMES. FOUND EMERGENCY LIGHTS BATTERY PACK B35-39, STATION 1000 FAULTY. REPLACED BATTERY PACK B5-39 AND FUNCTIONALLY TESTED SYSTEM IAW DC-9 MM 33-53-0. (M)									
3350 GTIA	934ML 47526	DOUG DC931				BATTERY PACK 60030431	DISCHARGED CABIN		1/14/98 GTIA9800011
DTW - EMERGENCY LIGHTS IN CENTER CABIN INTERMITTENT. FOUND EMERGENCY LIGHT BATTERY PACK B5-25, STATION 639R, FAULTY. REPLACED B5-25 BATTERY PACK IAW DC9 MM 33-53-0. SYSTEM OPS CHECK NORMAL IAW DC-9 MM 33-53-0. (M)									
3350 GTIA	934ML 47526	DOUG DC931				WIRE	BROKEN CABIN		1/14/98 GTIA9800012
DTW - EMERGENCY LIGHTS COME ON WITH BATTERY SWITCH IN OFF POSITION. FOUND NR 2 WIRE ON EMERGENCY LIGHT BATTERY PACK B5-5 BROKEN. REPAIRED WIRE, EMERGENCY LIGHT SYSTEM. OPS CHECK NORMAL ON GRUOND 33-53-0. (M)									
3350 GTIA	934ML 47526	DOUG DC931				POWER SUPPLY 60030431	INOPERATIVE CABIN		1/13/98 GTIA9800009
DTW - CEILING EMERGENCY LIGHTS ON LEFT SIDE BETWEEN ROWS 15-21 ARE OUT. REMOVED AND REPLACED BATTERY POWER SUPPLY WITH SERVICEABLE BATTERY POWER SUPPLY IAW DC-9 MM CH 33-58-0. OPS CHECK GOOD. (M)									
3350 ABXA	944AX 47550	DOUG DC931				BATTERY 60030431	DISCHARGED CABIN	4771	1/17/98 ABXA9800026
EMERGENCY LIGHTS WERE INOPERATIVE. REPLACED EMERGENCY LIGHT BATTERY PACK.									

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3350 USAA	981VJ 48157	DOUG DC931				BATTERY 41B030CF00101	DISCHARGED CABIN		2/19/98 USAAD98029
CMH - THE RIGHT NACELLE EMERGENCY LIGHT WAS INOPERATIVE. MAINTENANCE REPLACED THE BATTERY PACK. (M)									
3350 GTIA	12505 45788	DOUG DC932				WIRING	BROKEN CABIN		1/9/98 GTIA9800008
ACY - FLT 119 - CABIN FLOOR LIGHTING REAR EMERGENCY EXIT ROW NEEDS FIXING. REPAIRED WIRING AT SEAT TRACK SEAT 11 IAW W/D 33-51-03. GROUND OPS CHECK OK. (M)									
3350 NWAA	9347 45827	DOUG DC932				BATTERIES	DISCHARGED CABIN		12/28/97 9724389951
DURING LINE MAINTENANCE INSPECTION, FOUND FORWARD LEFT AND RIGHT OVERWING EMERGENCY LIGHTS INOPERATIVE. REPLACED BATTERIES, OPERATIONAL CHECK NORMAL.									
3350 NWAA	601NW 47038	DOUG DC932				BATTERY PACK	DISCHARGED CABIN		3/17/98 9804539601
DURING LINE MAINTENANCE INSPECTION, FOUND LEFT AND RIGHT AFT OVERWING EMERGENCY EXIT LIGHTS INOPERATIVE. REPLACED BATTERY PACK, OPERATIONAL CHECK NORMAL.									
3350 VJ6A	939VV 47089	DOUG DC932				BATTERY PACK 110049	DISCHARGED CABIN		3/15/98 VJ9800048
EMERGENCY FLOOR PATH LIGHTING, SECTION 3, INOPERATIVE. REPLACED BATTERY PACK IAW MM 33-51, OPS CHECKED NORMAL.									
3350 VJ6A	939VV 47089	DOUG DC932				BATTERY PACK CO030431	DISCHARGED CABIN		3/18/98 VJ9800049
FORWARD CABIN EMERGENCY LIGHTS INOPERATIVE. REPLACED POWER SUPPLY, OPS CHECKED NORMAL IAW MM 33-50-0.									
3350 MWEA	302ME 47102	DOUG DC932				BATTERY PACK	DISCHARGED CABIN		8/14/97 MWEA97729
DURING TRANSIT CHK, FOUND EMERG FLASHLIGHT BATTERIES LOW. MTC REMOVED AND REPLACED BATT PACK.									
3350 NWAA	983US 47282	DOUG DC932				BATTERY PACK	DISCHARGED CABIN		4/24/98 9807329983
DURING LINE MAINTENANCE INSPECTION, FOUND OVERHEAD EMERGENCY LIGHTS BETWEEN ROWS 12 THRU 14 INOPERATIVE. REPLACED BATTERY PACK AND BATTERIES, OPERATIONAL CHECK NORMAL.									
3350 NWAA	984US 47383	DOUG DC932				POWER SUPPLY	DISCHARGED TAIL CONE		12/27/97 9724369984
DURING LINE MAINTENANCE INSPECTION, FOUND TAIL CONE ESCAPE PATH EMERGENCY LIGHTS INOPERATIVE. REPLACED POWER SUPPLY, OPERATIONAL CHECK NORMAL.									
3350 ABXA	928AX 47392	DOUG DC932				BATTERY 41B004AD07G3	DISCHARGED CABIN		2/16/98 ABXA9800088
EMERGENCY EXIT LIGHTS WOULD NOT TEST. REPLACED EMERGENCY LIGHTS BATTERIES.									
3350 NWAA	925US 47472	DOUG DC932				BATTERY PACK	DISCHARGED RT NACELLE		3/31/98 9805419925
DURING LINE MAINTENANCE INSPECTION, FOUND RIGHT NACELLE EMERGENCY LIGHT INOPERATIVE. REPLACED BATTERY PACK AND POWER SUPPLY, OPERATIONAL CHECK NORMAL.									

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3350 NWAA	926RC 47473	DOUG DC932				POWER SUPPLY	INOPERATIVE CABIN		4/21/98 9807149924
DURING LINE MAINTENANCE INSPECTION, FOUND RIGHT OVERWING EMERGENCY EXIT LIGHT INOPERATIVE. REPLACED POWER SUPPLY. OPERATIONAL CHECK NORMAL.									
3350 NWAA	940N 47572	DOUG DC932				POWER SUPPLY	INOPERATIVE CABIN		4/26/98 9807359918
DURING LINE MAINTENANCE INSPECTION, FOUND EMERGENCY LIGHT AT TAIL CONE HANDLE INOPERATIVE. SOCKET WAS CORRODED THROUGH LEGS OF LAMP. REPLACED POWER SUPPLY AND BATTERIES, OPERATIONAL CHECK NORMAL.									
3350 NWAA	943N 47647	DOUG DC932				BATTERIES	DISCHARGED CABIN		4/26/98 9807349921
DURING LINE MAINTENANCE INSPECTION, FOUND AFT OVERHEAD EMERGENCY LIGHTS DIM. REPLACED BATTERIES IN POWER SUPPLY AT FS 984, OPERATIONAL CHECK NORMAL.									
3350 NWAA	943N 47647	DOUG DC932				BATTERIES	DISCHARGED CABIN		12/26/97 9724379921
DURING PERIODIC CHECK, FOUND FORWARD OVERWING EMERGENCY EXIT SIGN LIGHTS DIM. REPLACED BATTERIES, OPERATIONAL CHECK NORMAL.									
3350 NWAA	753NW 47117	DOUG DC941				BATTERY	DISCHARGED CABIN		4/22/98 9807069753
DURING LINE CHECK, FOUND EMERGENCY LIGHTING INOPERATIVE AT FORWARD ENTRY DOOR, FORWARD SERVICE DOOR, AND NR 2 GALLEY.									
3350 NWAA	753NW 47117	DOUG DC941				BATTERY PACK	DISCHARGED CABIN		3/31/98 9805369753
DURING LINE CHECK, FOUND COCKPIT FORWARD AISLE, LEFT FORWARD ENTRY AND GALLEY SERVICE OVERHEAD EMERGENCY LIGHTS INOPERATIVE. MAINTENANCE REPLACED BATTERY PACK B5-23 AND BATTERIES, OPERATIONAL CHECK NORMAL.									
3350 NWAA	759NW 47287	DOUG DC941				BATTERY PACK	DISCHARGED CABIN		4/21/98 9807009759
DURING LINE CHECK, FOUND EMERGENCY LIGHT IN TAIL COMPARTMENT INOPERATIVE. MAINTENANCE REPLACED BATTERY PACK, OPERATIONAL CHECK NORMAL.									
3350 NWAA	759NW 47287	DOUG DC941				BATTERY	DISCHARGED CABIN		4/21/98 9806999759
DURING LINE CHECK, FOUND FIRST CLASS SECTION OF FLOOR LIGHTING WOULD NOT EXTINGUISH WITHOUT RECYCLING POWER SWITCH. MAINTENANCE REPLACED BATTERY, OPERATIONAL CHECK NORMAL.									
3350 GTIA	131NK 47605	DOUG DC941				LIGHT	INOPERATIVE CABIN		2/12/98 GTIA9800022
DTW - FLT 417 - ONE OF THE TWO COCKPIT EMERGENCY LIGHTS IS INOP. REMOVED AND REPLACED LAMPS AS REQUIRED IAW DC-9 MM. (M)									
3350 NWAA	670MC 47659	DOUG DC951				BATTERY	DISCHARGED CABIN		2/16/98 9802769882
FLIGHT ATTENDANT REPORTED, THE AFT MOUNTED EMERGENCY FLASHLIGHT INOPERATIVE. MAINTENANCE REPLACED THE BATTERY, OPERATIONAL CHECK OK.									
3350 NWAA	401EA 47682	DOUG DC951				POWER SUPPLY	INOPERATIVE CABIN		2/16/98 9802779885
DURING LINE CHECK, FOUND EMERGENCY EXIT LIGHTS AT SEAT ROWS 16 THRU 19 INOPERATIVE IN THE CEILING AREA. MAINTENANCE REPLACED POWER SUPPLY B5-26, OPERATIONAL CHECK OK.									

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3350 NWAA	760NC 47708	DOUG DC951				BATTERIES	DISCHARGED CABIN		3/13/98 9804439851
	DURING TAXI OUT, THE EMERGENCY PATHWAY LIGHTING IN THE FIRST CLASS SECTION AND THE LOCATOR LIGHT OVER THE GALLEY DOOR REMAINED ILLUMINATED. AIRCRAFT RETURNED TO THE GATE AREA. MAINTENANCE REPAIRED SHORTED WIRING AT THE AIRPHONE BRACKET AT SEAT ROW 2C AND REPLACED THE POWER SUPPLY AND BATTERIES, OPERATIONAL CHECK OK.								
3350 NWAA	761NC 47709	DOUG DC951				BATTERIES	DISCHARGED CABIN		2/1/98 9802029852
	DURING LINE MAINTENANCE INSPECTION, FOUND TAIL COMPARTMENT EMERGENCY LIGHTS INOPERATIVE. REPLACED BATTERIES, OPERATIONAL CHECK NORMAL.								
3350 NWAA	765NC 47718	DOUG DC951				BATTERY	DISCHARGED CABIN		4/22/98 9807049856
	DURING LINE CHECK, FOUND AFT OVERWING EMERGENCY EXIT SIGN LIGHTING INOPERATIVE. MAINTENANCE REPLACED BATTERIES. OPERATIONAL CHECK NORMAL.								
3350 HALA	673MC 47726	DOUG DC951				BATTERY	DISCHARGED CABIN		1/30/98 HALA9800028
	HNL - FLT 128 - EMERGENCY LIGHTS MID CABIN ON CEILING, DO NOT COME ON. REMOVED AND REPLACED BATTERIES, OPS CHECK GOOD. (M)								
3350 NWAA	766NC 47739	DOUG DC951				BATTERY PACK	DISCHARGED CABIN		2/2/98 9802129857
	DURING INSPECTION, THE AFT CABIN EMERGENCY LIGHTS WERE FOUND TO BE INOPERATIVE. MAINTENANCE REPLACED THE EMERGENCY LIGHTS BATTERY PACK, OPERATIONAL CHECK OK.								
3350 NWAA	766NC 47739	DOUG DC951				BATTERY PACK	DISCHARGED CABIN		2/1/98 9802039857
	DURING LINE MAINTENANCE INSPECTION, FOUND AFT INTERIOR EMERGENCY LIGHTING INOPERATIVE. REPLACED BATTERY PACK, OPERATIONAL CHECK NORMAL.								
3350 NWAA	774NC 47776	DOUG DC951				BATTERY	DISCHARGED CABIN		4/22/98 9807059865
	DURING LINE CHECK, FOUND FIRST CLASS COMPARTMENT OVERHEAD EMERGENCY LIGHTS INOPERATIVE. MAINTENANCE REPLACED BATTERIES. OPERATIONAL CHECK NORMAL.								
3350 HALA	603DC 47784	DOUG DC951				WIRE	BROKEN CABIN		2/3/98 HALA9800033
	HNL - FLT 508 - FOUR ROWS OF EMERGENCY LIGHTS INOP. REPAIRED BROKEN WIRES. (M)								
3350 NWAA	775NC 47785	DOUG DC951				WIRING	BROKEN CABIN		4/27/98 9807309866
	DURING LINE CHECK, FOUND EMERGENCY LIGHT AT SEAT 3C INOPERATIVE. MAINTENANCE INSTALLED WIRING SPLICE AND REPOSITIONED WIRING, OPERATIONAL CHECK NORMAL.								
3350 NWAA	776NC 47786	DOUG DC951				BATTERY PACK	DISCHARGED CABIN		2/2/98 9802099867
	DURING INSPECTION, THE AFT CABIN FLOOR PROXIMITY LIGHTS WERE FOUND TO BE INOPERATIVE. MAINTENANCE REPLACED THE EMERGENCY LIGHTS BATTERY PACK, OPERATIONAL CHECK OK.								
3350 NWAA	777NC 47787	DOUG DC951				FUSE	BLOWN CABIN		2/16/98 9802789868
	DURING LINE CHECK, FOUND RIGHT AND LEFT SIDE OVERWING EMERGENCY EXIT LIGHTS INOPERATIVE. MAINTENANCE REPLACED FUSE, OPERATIONAL CHECK OK.								

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3350 NWAA	779NC 48101	DOUG DC951				FLASHLIGHT	INOPERATIVE CABIN		3/15/98 9804429870
FLIGHT ATTENDANT REPORTED AN INOPERATIVE EMERGENCY FLASHLIGHT AT THE FORWARD FLIGHT ATTENDANT SEAT. MAINTENANCE REPLACED THE EMERGENCY FLASHLIGHT, OPERATIONAL CHECK OK.									
3350 NWAA	785NC 48110	DOUG DC951				CHARGER	INOPERATIVE CABIN		4/25/98 9807299876
DURING LINE CHECK, FOUND LEFT AND RIGHT EMERGENCY EXIT EXTERIOR LIGHTS INOPERATIVE. MAINTENANCE REPLACED BATTERY CHARGER, OPERATIONAL CHECK NORMAL.									
3350 NWAA	786NC 48148	DOUG DC951				BATTERY	DISCHARGED CABIN		3/14/98 9804409877
DURING LINE CHECK, FOUND CATWALK AND EXIT HANDLE EMERGENCY EXIT LIGHTING INOPERATIVE. MAINTENANCE REPLACED BATTERIES, OPERATIONAL CHECK OK.									
3350 NWAA	787NC 48149	DOUG DC951				BATTERY PACK	DISCHARGED CABIN		2/2/98 9802119878
DURING INSPECTION, THE FORWARD OVERHEAD EMERGENCY LIGHTS WERE FOUND TO BE INOPERATIVE. MAINTENANCE REPLACED THE EMERGENCY LIGHTS BATTERY PACK, OPERATIONAL CHECK OK.									
3350 USAA	827US 48049	DOUG DC981				POWER SUPPLY 60030451LB	FAILED CABIN		5/18/97 USAAD97087
IND - FOUND LAST ROW OF EMERGENCY TRACK LIGHTING INOPERATIVE. REPLACED POWER SUPPLY. (M)									
3350 USAA	812US 48092	DOUG DC981				BULB 1315	FAILED CABIN		12/8/97 USAAD97231
PIT - EMERGENCY EXIT LIGHT AT ROW 18 INOPERATIVE. MAINTENANCE REPLACED THE LIGHT BULB. (X)									
3350 NWAA	302RC 48055	DOUG DC982				BATTERY	DISCHARGED AFT CABIN		4/21/98 9807019302
PILOT REPORTED ONE FLASHLIGHT IN THE AFT SECTION OF THE AIRCRAFT HAD AN INOPERATIVE TEST LIGHT. MAINTENANCE REPLACED FLASHLIGHT AND BATTERY, OPERATIONAL CHECK NORMAL.									
3350 NWAA	931MC 48057	DOUG DC982				SPLICE	BROKEN CABIN		4/25/98 9807289304
DURING LINE CHECK, FOUND FLOOR TRACK LIGHT AFT OF SEAT ROW 1CD WITH BROKEN WIRE SPLICE. MAINTENANCE REPAIRED WIRING, OPERATIONAL CHECK NORMAL.									
3350 ASAA	955AS 48080	DOUG DC982				POWER SUPPLY 60030451	INOPERATIVE CABIN		1/31/98 98ZZZM288
SEA - DURING MAINTENANCE CHECK, THE OVERHEAD EMERGENCY LIGHTS FROM ROWS 19 TO 28 WERE FOUND INOPERATIVE. REPLACED THE BATTERIES IN THE MID POWER SUPPLY AND REPLACED THE AFT POWER SUPPLY AND OPERATED NORMALLY. (M)									
3350 ASAA	955AS 48080	DOUG DC982				BATTERIES S103	DISCHARGED CABIN		1/31/98 ASAA9880020
SEA - DURING MAINTENANCE CHECK, THE OVERHEAD EMERGENCY LIGHTS FROM ROWS 19 TO 28 WERE FOUND INOPERATIVE. REPLACED THE BATTERIES IN THE MID POWER SUPPLY AND REPLACED THE AFT POWER SUPPLY AND OPERATED NORMALLY. (M)									
3350 NWAA	307RC 48086	DOUG DC982				BATTERY	DISCHARGED CABIN		4/27/98 9807319305
DURING LINE CHECK, FOUND COCKPIT EMERGENCY LIGHTS DIM. MAINTENANCE REPLACED BATTERIES, OPERATIONAL CHECK NORMAL.									

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3350 NWAA	311RC 48089	DOUG DC982				SWITCH	INOPERATIVE FLIGHT DECK		3/16/98 9804519308
DURING LINE CHECK, FOUND EMERGENCY EXIT LIGHTS WOULD NOT EXTINGUISH WITH OFF SWITCH. MAINTENANCE REPLACED FLIGHT DECK EMERGENCY EXIT LIGHT SWITCH, OPERATIONAL CHECK OK.									
3350 ASAA	967AS 49103	DOUG DC982				LIGHT 1001191	INOPERATIVE CABIN		2/3/98 ASAA9880022
PDX - DURING MAINTENANCE CHECK, THE FORWARD PORTABLE EMERGENCY LIGHT WAS FOUND DIM. REPLACED THE LIGHT ASSEMBLY AND OPERATED NORMALLY. (M)									
3350 ASAA	966AS 49104	DOUG DC982				WIRE	BROKEN CABIN		6/26/97 ASAA9780122
SEA - DURING MAINTENANCE CHECK, THE EMERGENCY FLOOR TRACK LIGHTS FROM ROWS 8 TO 21 WERE FOUND INOPERATIVE. REPAIRED BROKEN WIRE IN TRACK AT ROW 21 AND OPERATED NORMALLY. (M)									
3350 ASAA	966AS 49104	DOUG DC982				LIGHT 1001191	DEFECTIVE CABIN		6/3/97 ASAA9780105
SEA - DURING MAINTENANCE CHECK, THE FORWARD PORTABLE EMERGENCY LIGHT WAS FOUND INOPERATIVE. REPLACED THE LIGHT ASSEMBLY AND OPERATED NORMALLY. (M)									
3350 USAA	821US 49138	DOUG DC982				POWER SUPPLY 60030451LB	FAILED CABIN		11/29/97 USAAD97228
PHL - FIRST CLASS FLOOR TRACK EMERGENCY LIGHTING INOPERATIVE. MAINTENANCE REPAIRED A BROKEN WIRE IN THE FLOOR TRACK AND REPLACED A FAULTY POWER SUPPLY.									
3350 AALA	415AA 49326	DOUG DC982				WIRE	LOOSE CABIN		12/23/97 AALA972507
TUL - DURING OVERNIGHT MAINTENANCE, EMERGENCY LIGHT SWITCH AT FORWARD FLIGHT ATTENDANT STATION FOUND INOPERABLE. TIGHTENED LOOSE TERMINAL ON EMERGENCY LIGHT SWITCH. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 ASAA	937AS 49364	DOUG DC982				BATTERY PACK RPS1B	DISCHARGED CABIN		6/3/97 ASAA9780102
SEA - DURING MAINTENANCE CHECK, THE EMERGENCY FLOOR TRACK LIGHTS FROM ROW 27 AFT WERE FOUND INOPERATIVE. REPLACED THE BATTERY PACK AND OPERATED NORMALLY. (M)									
3350 ASAA	937AS 49364	DOUG DC982				BATTERY PACK 60030451	DEFECTIVE CABIN		6/3/97 ASAA9780103
SEA - DURING MAINTENANCE CHECK, THE OVERHEAD EMERGENCY LIGHTS IN THE AFT CABIN WERE FOUND INOPERATIVE. REPLACED THE BATTERY PACK AND OPERATED NORMALLY. (M)									
3350 ASAA	937AS 49364	DOUG DC982				FUSE	FAILED CABIN		6/4/97 ASAA9780106
SEA - DURING MAINTENANCE CHECK, THE EMERGENCY FLOOR TRACK LIGHTS FROM ROW 27 AFT WERE FOUND INOPERATIVE. REPLACED THE FUSE IN THE POWER SUPPLY AND OPERATED NORMALLY. (M)									
3350 ASAA	937AS 49364	DOUG DC982				BATTERY PACK 60030451	DEFECTIVE CABIN		6/3/97 ASAA9780104
SEA - DURING MAINTENANCE CHECK, THE TAILCONE AREA EMERGENCY LIGHTS WERE FOUND INOPERATIVE. REPLACED THE BATTERY PACK AND OPERATED NORMALLY. (M)									
3350 AALA	451AA 49477	DOUG DC982				WIRE	CHAFED CABIN		1/1/98 AALA980001
DFW - DURING OVERNIGHT CHECK, EMERGENCY EXIT FLOOR PATH LIGHTS IN FIRST CLASS AND COACH WERE FOUND INOPERABLE. REPAIRED EMERGENCY FLOOR PATH LIGHTING WIRES AT SEAT ROWS 3E, 7D, AND 29D. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									

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3350 ORJA	842RA 49604	DOUG DC982				BATTERIES EM1267	DISCHARGED CABIN		2/17/98 ORJA9826
CEILING EMERGENCY LIGHTS AT ROWS 33 THROUGH 26 INOP. REPLACED BATTERIES IN O/H BIN 25, OPS NORMAL. (M)									
3350 AALA	473AA 49648	DOUG DC982				WIRE	BROKEN CABIN		12/28/97 AALA972516
ORD - DURING OVERNIGHT CHECK, EMERGENCY LIGHT IN TAIL CONE AREA FOUND INOPERABLE. REPAIRED BROKEN EMERGENCY LIGHT WIRE AT LIGHT ASSEMBLY CONNECTOR. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 ORJA	871RA 49788	DOUG DC983				BATTERIES EM1267	DISCHARGED CABIN		2/5/98 ORJA9818
EMERGENCY LIGHTS SEAT ROWS 21-24 INOP. REMOVED AND REPLACED BATTERIES, OPS CHECK GOOD. (M)									
3350 ORJA	871RA 49788	DOUG DC983				CHARGER PPSIB	INOPERATIVE CABIN		2/11/98 ORJA9821
EMERGENCY TRACK LIGHTING WILL NOT EXTINGUISH AT ROW 21-24 DEF. REMOVED AND REPLACED EMERGENCY LIGHT BATTERY CHARGER AT LEFT AFT OVERWING DOOR SYSTEM, OPS CHECK GOOD. (M)									
3350 ASAA	947AS 53020	DOUG DC983				BATTERIES 014597101	DISCHARGED CABIN		6/25/97 ASAA9780121
SEA - DURING MAINTENANCE CHECK, THE OVERHEAD EMERGENCY LIGHTS AT ROWS 24 RIGHT AND 26 LEFT FLICKER. REPLACED THE BATTERIES IN THE POWER SUPPLY AND OPERATED NORMALLY. (M)									
3350 ASAA	949AS 53022	DOUG DC983				BATTERIES 014597101	DISCHARGED CABIN		2/1/98 ASAA9880021
SEA - DURING MAINTENANCE CHECK, THE AFT OVERWING EMERGENCY EXIT IDENTIFIERS AND THE OVERHEAD EMERGENCY LIGHTS IN THE MID CABIN WERE FOUND INOPERATIVE. REPLACED THE BATTERIES IN THE POWER SUPPLY AND OPERATED NORMALLY. (M)									
3350 ORJA	832RA 53044	DOUG DC983				WIRE 00105606003	FAILED CABIN		1/30/98 ORJA9816
EMERGENCY LIGHT INOP AT ROW 1. REMOVED AND REPLACED ASSY AT ROW 1, OPS CHECK GOOD. (M)									
3350 ASAA	965AS 53079	DOUG DC983				LIGHT 1001191	DEFECTIVE CABIN		6/6/97 ASAA9780108
LAX - DURING MAINTENANCE CHECK, THE FORWARD PORTABLE EMERGENCY LIGHT WAS FOUND INOPERATIVE. REPLACED THE LIGHT ASSEMBLY AND OPERATED NORMALLY. (M)									
3350 ORJA	873RA 53093	DOUG DC983				BATTERY PACK 60030451	DISCHARGED CABIN		1/28/98 ORJA9814
EMPENNAGE CAT WALK EMERGENCY LIGHTS 33A INOP. FOUND POWER PACK BATTERY DEFECTIVE RELAMPED BOTH, OPS NORMAL. (M)									
3350 ORJA	873RA 53093	DOUG DC983				LIGHT 1001191	INOPERATIVE CABIN		2/10/98 ORJA9823
EMERGENCY LIGHT ON SEAT 8D INOP. INSTALLED LIGHT ASSY, OPS CHECK GOOD. (M)									
3350 ORJA	873RA 53093	DOUG DC983				BATTERIES 59306431	DISCHARGED CABIN		2/10/98 ORJA9822
ROW 25 THROUGH 28 D, E, F EMERGENCY LIGHTS INOP. REPLACED BATTERIES TO EMERGENCY EXIT AFT GALLEY, OPS CHECK GOOD. (M)									

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3350 ORJA	834RA 53124	DOUG DC983				BATTERY PACK 60030451	DISCHARGED CABIN	2/5/98	ORJA9817
SEVERAL EMERGENCY EXIT ROW LIGHTS ILLUMINATED IN FLIGHT. REMOVED AND REPLACED RIGHT AFT EMERGENCY EXIT ROWS BATTERY PACK, OPS NORMAL OF EMERGENCY LIGHT SYSTEM. (M)									
3350 ORJA	834RA 53124	DOUG DC983				BATTERY PACK 60030451	DISCHARGED CABIN	2/6/98	ORJA9819
ROWS 18-21 EMERGENCY LIGHTS RIGHT SIDE ON CONTINUOUSLY. REMOVED AND REPLACED RIGHT AFT EXIT ROW IDENTIFIER BATTERY PACK PER MM CH 25-00-01, OPS CHECK NORMAL. (M)									
3350 ORJA	834RA 53124	DOUG DC983				BATTERY PACK 60030451	DISCHARGED CABIN	10/19/97	ORJA97178
FORWARD EMERGENCY LIGHTS INOP. REPLACED BATTERY PACK. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 ASAA	979AS 53471	DOUG DC983				CONNECTOR	LOOSE CABIN	1/30/98	ASAA9880019
PDX - PRIOR TO DEPARTURE OF FLT 520, CREW REPORTED THE EMERGENCY FLOOR TRACK LIGHTS IN THE FORWARD CABIN WERE INOPERATIVE. SECURED LOOSE CONNECTOR TO LIGHT ASSY AND OPERATED NORMALLY. (M)									
3350 ORJA	754RA 49641	DOUG DC987				CHARGER PPSIB	FAILED CABIN	2/13/98	ORJA9825
EMERGENCY ESCAPE PATH LIGHTS IN ROWS 19, 20, 21, AND 22 ILLUMINATED WOULD NOT SHUT OFF UNTIL BATTERY PACK WAS DISCHARGED. INSTALLED NEW EMERGENCY PATH LIGHT BATTERY PACK CHARGER ROWS 19-22. OPS CHECK NORMAL IAW MM 33-00-00. (M)									
3416 NWAA	603NW 47101	DOUG DC932				ALTIMETER 4019953904	FAILED LT COCKPIT	34839 4400	4/23/98 9807119603
CAPTAIN'S ALTIMETER FLAG APPEARED DURING TAKEOFF ROLL. TAKEOFF WAS ABORTED AT APPROXIMATELY 90 TO 95 KNOTS. MAINTENANCE REPLACED THE ALTIMETER. OPERATIONAL CHECK NORMAL. AIRCRAFT RETURNED TO SERVICE.									
3417 NWAA	603NW 47101	DOUG DC932				ADC	MALFUNCTIONED E/E COMPT	4/23/98	9807099603
CAPTAIN'S ALTIMETER FLAG APPEARED DURING TAKEOFF ROLL. TAKEOFF WAS ABORTED AT APPROXIMATELY 120 KNOTS. MAINTENANCE COULD NOT DUPLICATE DISCREPANCY. REPLACED AIR DATA COMPUTER AS A PRECAUTION. AIRCRAFT RETURNED TO SERVICE.									
3442 NWAA	994Z 47097	DOUG DC931				TRANSCEIVER 20671570153	MALFUNCTIONED RADAR SYSTEM	10046 1523	2/1/98 9801999981
WEATHER RADAR SYSTEM FAILED AFTER TAKEOFF. FLIGHT WAS RETURNED TO MEM AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED RADAR TRANSCEIVER, OPERATIONAL CHECK NORMAL.									
3442 NWAA	3324L 47103	DOUG DC932				RADAR PANEL	FAILED COCKPIT	3/31/98	9805449941
WEATHER RADAR SYSTEM FAILED AFTER TAKEOFF. FLIGHT WAS RETURNED TO DTW AND LANDED WITHOUT INCIDENT. MAINTENANCE ADJUSTED RADAR STABILIZATION AND REPLACED RADAR CONTROL PANEL DUE TO FAULTY MODE SELECTION, OPERATIONAL CHECK NORMAL.									
3610 USAA	941VJ 47054	DOUG DC931				VALVE 10947881	BYPASSING APU	2/18/98	98ZZM298
DCA - FLT 8011 - DURING TAKEOFF THE PNEUMATIC PRESSURE INDICATED 60 PSI. ON INITIAL REDUCTION OF POWER THE PRESSURE FOLLOWED THE THROTTLE. ON SUBSEQUENT POWER CHANGES THE SAME THING HAPPENED. AFTER RETURNING TO THE FIELD THE PNEUMATIC PRESSURE INDICATED 6 TO 8 PSI WITH THE ENGINES SHUTDOWN AND NO PRESSURE IN THE SYSTEM. MAINTENANCE REPLACED THE PRESSURE INDICATOR AND THE APU LOAD CONTROL VALVE. (M)									

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3610 NWAA	942N 47459	DOUG DC932				FITTING	LEAKING AUG VALVE		3/31/98 9805439920
TAIL COMPARTMENT TEMPERATURE HIGH LIGHT ILLUMINATED AFTER TAKEOFF. FLIGHT WAS RETURNED TO MSP AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED LEAKING FITTING AT AUGMENTATION VALVE, OPERATIONAL CHECK NORMAL.									
3610 NWAA	942N 47459	DOUG DC932				HEAT EXCHANGER 17945022	CRACKED TAIL COMPT	48758 9888	3/29/98 9805469920
TAIL COMPARTMENT TEMPERATURE HIGH LIGHT ILLUMINATED AFTER TAKEOFF. FLIGHT WAS RETURNED TO MSP AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED CRACKED HEAT EXCHANGER, LEAK AND OPERATIONAL CHECK WAS NORMAL.									
3620 USAA	941VJ 47054	DOUG DC931				INDICATOR SRL92F	FAILED FLT DECK		2/18/98 USAAD98028
DCA - FLT 8011 - DURING TAKEOFF THE PNEUMATIC PRESSURE INDICATED 60 PSI. ON INITIAL REDUCTION OF POWER THE PRESSURE FOLLOWED THE THROTTLE. ON SUBSEQUENT POWER CHANGES THE SAME THING HAPPENED. AFTER RETURNING TO THE FIELD THE PNEUMATIC PRESSURE INDICATED 6 TO 8 PSI WITH THE ENGINES SHUTDOWN AND NO PRESSURE IN THE SYSTEM. MAINTENANCE REPLACED THE PRESSURE INDICATOR AND THE APU LOAD CONTROL VALVE. (M)									
3810 VJ6A	905VJ 47378	DOUG DC932				WATER HEATER 5707638511	CORRODED FWD LAVATORY		4/4/98 VJ9800138
TOP OF FRESH WATER TANK UNDER FORWARD LAV SINK CORRODED. REPLACED TANK IAW DC9 MM 38-11-4. LEAK AND OPS CHECKED GOOD IAW DC9 MM 38-11-4.									
4940 ASAA	940AS 49825	DOUG DC982				START RELAY A770WA2	STUCK E/E COMPART		5/3/97 ASAA9780074
SEA - DURING MAINTENANCE CHECK AND RUNUP OF THE AUXILIARY POWER UNIT (APU), SMOKE AND FIRE WAS NOTED IN THE APU COMPARTMENT AREA. SHUT DOWN THE APU AND DISCHARGED BOTH AIRCRAFT FIRE BOTTLES AND USED A PORTABLE GROUND FIRE EXTINGUISHER TO EXTINGUISH THE FIRE. REPLACED THE APU. DURING OPERATIONAL CHECK OF THE APU, DISCOVERED THAT THE APU START RELAY R2-63 WAS STUCK CLOSED. REPLACED THE APU START RELAY AND ACCOMPLISHED RUN UP OF APU AND OPERATED NORMALLY. (M)									
4950 AALA	566AA 49348	DOUG DC983				B NUT	LOOSE APU		2/22/98 AALA980396
ORD - FLT 0447 - AFTER TAKEOFF, FLIGHT CREW SMELLED AND SAW SMOKE IN COCKPIT. FLIGHT ATTENDANT CONFIRMED THE SAME IN THE FORWARD CABIN. AIRCRAFT RETURNED TO ORD AND LANDED WITHOUT INCIDENT. MAINTENANCE CLEANED APU AND FOUND A LOOSE B-NUT AT TEE FITTING. TIGHTENED B-NUT AT TEE FITTING WITH NO FURTHER LEAK NOTED. RAN PACKS AND ACCOMPLISHED BURN-OUT WITH NO SMOKE NOTED. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
4990 NWAA	605NW 47223	DOUG DC932				APU	OIL LEAK PNEUMATIC SYST		4/23/98 9807109605
LEFT AFT LAVATORY SMOKE ALARM ACTIVATED AFTER TAKEOFF. FLIGHT WAS RETURNED TO DTW AND LANDED WITHOUT INCIDENT. PROBLEM COULD NOT BE DUPLICATED ON GROUND. IT IS SUSPECTED THAT RESIDUAL OIL FROM THE APU LEAKED INTO THE PNEUMATIC SYSTEM. AIRCRAFT WAS RETURNED TO SERVICE.									
4990 NWAA	605NW 47223	DOUG DC932				APU GTCP8598D	FAILED TAIL	48431 4864	4/22/98 9807209605
AFTER ENGINE START SMOKE BEGAN TO ENTER CABIN. PLANE WAS AT THE GATE AND PASSENGERS WERE DEPLANED THROUGH THE GATEWAY. MAINTENANCE ISOLATED SOURCE OF SMOKE TO OIL IN PNEUMATIC SYSTEM FROM THE APU. PLACED APU ON MEL AND REPLACED WATER SEPARATORS.									
5101 ORJA	876RA 53183	DOUG DC983				STRUCTURE	VIBRATION AIRFRAME		10/15/97 ORJA97174
RETURNED TO GATE DUE TO SEVERE AIRFRAME VIBRATION. INSPECTED BOTH ENGINE INLET AND EXHAUST IAW MM 72-00-00. NO DEFECTS NOTED. PERFORMED POWER ASSURANCE CHECK IAW 71-00-00. ALL INDICATIONS NORMAL. ALSO, OBSERVED NORMAL OPERATION OF ANTI-SURGE AND BLEED VALVE OPERATION IAW MM 72-00-00. AIRCRAFT RETURNED TO SERVICE. (M)									

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5210 MWEA	216ME 47740	DOUG DC932				VENT DOOR	CORROSION PAX DOOR	8/19/97	MWEA97736
DURING D-CHK, FOUND CORROSION LWR PLATE OF VENT DOOR RT AND LT SIDES. MTC REPAIRED IAW DAC DRWG 3917853 AND 854.									
5210 MWEA	215ME 47744	DOUG DC932				WEB	CRACKED PAX DOOR	1/19/98	MWEA98067
A CRACK WAS FOUND ON THE FWD ENTRY DOOR VERTICAL WEB BETWEEN BEAM 4 AND 5. REMOVED DAMAGED PART, FABRICATED REPAIR PART PER DRAWING 9955763, INSTALLED REPAIR PART IAW SRM 51-30.									
5210 MWEA	207ME 47794	DOUG DC932				ANGLE 99915565159	CRACKED VENTRAL DOOR	3/18/98	MWEA98355
FOUND CRACK ON NR 3 BEAM ON RT SIDE OF AFT VENTRAL DOOR. MTC REMOVED AND REPLACED ANGLE.									
5210 MWEA	207ME 47794	DOUG DC932				PAN 9915565133	CRACKED VENTRAL DOOR	3/18/98	MWEA98356
FOUND CRACK AROUND UPPER LT DOOR STOP ON AFT VENTRAL DOOR. MTC REMOVED AND REPLACED PAN.									
5210 MWEA	207ME 47794	DOUG DC932				SKIN	CRACKED PAX DOOR	1/19/98	MWEA98073
DURING C-CHECK, FOUND FWD ENTRANCE DOOR HAS A .5 INCH CRACK ON SKIN ON OUTER LOWER EDGE. MTC INSTALLED DOUBLER REPAIR IAW SRM 52-05 FIG 32.									
5210 MWEA	207ME 47794	DOUG DC932				BEAM	CRACKED PAX DOOR	1/17/98	MWEA98069
DURING C-CHECK, FOUND FWD ENTRY DOOR UPPER BEAM CRACKED ON FWD END IN RADIUS. MTC INSTALLED ANGLE REPAIR IAW SRM 52-05 FIG 31.									
5210 CALA	37882 48027	DOUG DC981				BEAM	CRACKED PAX DOOR	2/13/98	CALA9800255
INSPECTION FOUND A 1.25 INCH CRACK AT AFT END OF MAIN CABIN DOOR NR 7 BEAM AND A 1 INCH CRACK WAS LOCATED AT FORWARD END OF NR 7 BEAM. A 1 INCH CRACK WAS FOUND AT FORWARD END OF MAIN CABIN DOOR NR 8 BEAM. A .75 INCH CRACK WAS FOUND AT FORWARD END OF MAIN CABIN DOOR NR 2 BEAM. THE BEAMS WERE REPAIRED IAW SRM 52-05, FIGURE 31 AND ECRA 5211-01022.									
5210 CALA	37882 48027	DOUG DC981				ANGLE	CRACKED PAX DOOR	2/13/98	CALA9800256
INSPECTION FOUND A .125 INCH CRACK IN MAIN CABIN DOOR ANGLE AT BAYONET CUTOUT. REPAIRED IAW SRM 52-05, FIGURE 33.									
5210 MWEA	809ME 48071	DOUG DC981				BEAM	CRACKED PAX DOOR	3/18/98	MWEA98361
FOUND CRACK IN RADIUS OF NR 6 BEAM AFT END OF FORWARD PASSENGER DOOR. MTC REPAIRED WITH REPAIR DOUBLER.									
5210 MWEA	809ME 48071	DOUG DC981				DOUBLER J06021313	CRACKED PAX DOOR	3/18/98	MWEA98362
FOUND CRACK IN RADIUS OF NR 2 BEAM FORWARD END OF FORWARD PASSENGER DOOR. MTC REPAIRED WITH DOUBLER.									
5210 CALA	83870 48056	DOUG DC982				BEAM	CRACKED PAX DOOR	4/23/98	CALA9800693
INSPECTION FOUND A 1 CRACK AT AFT END OF FORWARD ENTRY DOOR NR 2 BEAM. THE BEAM WAS REPAIRED IAW SRM 52-05, PAGE 179.									

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5210 CALA	83870 48056	DOUG DC982				BEAM	CRACKED PAX DOOR		4/23/98 CALA9800694
INSPECTION FOUND A .75 INCH CRACK AT AFT END OF FORWARD ENTRY DOOR NR 7 BEAM. THE CRACK WAS STOP DRILLED AND A DOUBLER WAS FABRICATED AND INSTALLED IAW SRM 52-05-31.									
5210 ASAA	955AS 48080	DOUG DC982				TRIM	OUT OF ADJUST L1 DOOR		1/14/98 ASAA9880010
SEA - AFTER ARRIVAL OF FLT 547 - CREW REPORTED THE L1 DOOR WAS DIFFICULT TO CLOSE. TRIMMED UPPER DOOR TRIM TO ALLOW FOR SEAL DEFLECTION AND OPERATED NORMALLY. (M)									
5210 ASAA	935AS 49236	DOUG DC982				TRIM	OUT OF ADJUST L1 DOOR		1/17/98 ASAA9880011
SEA - AFTER ARRIVAL OF FLT 196, CREW REPORTED THE L1 DOOR WAS DIFFICULT TO OPEN. TRIMMED FORWARD UPPER CORNER OF DOOR TRIM AND OPERATED NORMALLY. (M)									
5210 ASAA	943AS 53018	DOUG DC983				LINK 591473023	BENT L1 DOOR		1/27/98 ASAA9880018
ONT - PRIOR TO DEPARTURE OF FLT 595, CREW REPORTED, THE L1 DOOR WOULD NOT LATCH OPEN. REPLACED THE DOOR HOLD OPEN MECHANISM LINK AND OPERATED NORMALLY. (M)									
5210 ASAA	972AS 53448	DOUG DC983				HOLD OPEN HOOK	OUT OF ADJUST L1 DOOR		5/4/97 ASAA9780073
PDX - AFTER ARRIVAL OF FLT 343, CREW REPORTED THE L1 DOOR WAS DIFFICULT TO LATCH AND UNLATCH IN THE OPEN POSITION. ADJUSTED THE HOLD OPEN HOOK ROD END AND OPERATED NORMALLY. (M)									
5220 MWEA	500ME 45711	DOUG DC914				DOUBLER 591036715	CRACKED EMER EXIT DOOR		4/3/98 MWEA98390
FOUND TWO CRACKS ON THE PLUG DOOR DOUBLERS ON BOTTOM. MTC REMOVED AND REPLACED DOUBLERS.									
5220 MWEA	207ME 47794	DOUG DC932				DOOR PAN	GOUGED LT/RT EMER EXIT		3/18/98 MWEA98358
FOUND THE LT AND RT AFT OVERWING EXIT DOOR FRAME PANS GOUGED AT TOP CENTER AREA. MTC BLENDED GOUGES AND FABRICATED REPAIR DOUBLERS AND INSTALLED.									
5230 VJ6A	905VJ 47378	DOUG DC932				PLATING	CRACKED CARGO DOOR		2/10/98 VJ9800134
FWD EDGE OF AFT CARGO DOOR DAMAGED AT SEAL RETAINER. TRIMMED CRACK AND COLD WORKED WRINKLE IAW REA 98131. FABRICATED TWO DOUBLERS FROM .063 T3 AL AND ONE FROM .032 TITANIUM. INSTALLED IAW BOEING SKETCH 98-03-02-011, SHEET 1, AND DC9 SRM 52-03, FIG 8, SHEET 2, AND INNER SKIN IAW DC9 SRM 52-01, FIG 2, SHEET 3.									
5230 ASAA	956AS 48079	DOUG DC982				FITTING	CRACKED CARGO DOOR		2/3/98 ASAA9880024
OAK - DURING 30K CHECK, CRACKS WERE FOUND IN FORWARD CARGO COMPARTMENT DOOR INNER FRAME SUPPORT 'T' ANGLE AND FORWARD LOWER STRIKER FITTING. STOP DRILLED CRACKS AND INSTALLED NEW INTERCOSTAL, TEE FITTING, 'L' ANGLE AND SHIMS IAW DC9 SRM 51-30-02 AND INSTALLED DOUBLER IAW DC9 SRM 52-03, FIG 1, PAGE 2. (M)									
5240 ASAA	961AS 53075	DOUG DC983				LATCH MECHANISM	STUCK L2 DOOR		5/3/97 ASAA9780071
SEA - PRIOR TO DEPARTURE OF FLT 226, CREW REPORTED THE L2 DOOR WARNING LIGHT WOULD NOT EXTINGUISH. FOUND DOOR LATCH MECHANISM STUCK, LUBED DOOR LATCH MECHANISM AND OPERATED NORMALLY. (M)									
5241 GAIA	563PC 47055	DOUG DC915F				BEAM 99115793	CRACKED BS 178	50014	2/11/98 GAIA9817
DURING INSPECTION FOR AD 81-10-10 A 1 INCH CRACK WAS FOUND ON THE NR 1 BEAM IN THE UPPER FORWARD CORNER OF THE FORWARD GALLEY SERVICE DOOR. THE BEAM WAS REPAIRED IAW THE DOUGLAS SRM CHAPTER 52 FIG 25. THE AIRCRAFT WAS RETURNED TO SERVICE. (M)									

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5241 MWEA	302ME 47102	DOUG DC932				FITTING 99115825N	CRACKED GALLEY DOOR		12/28/97 MWEA97884
DURING INSPECTION, FOUND CRACK ON GALLEY DOOR BOTTOM BEAM AFT FITTING. MTC REMOVED AND REPLACED BEAM END FITTING IAW SRM 51-30-5 AND SRM 51-30-2.									
5241 MWEA	209ME 47730	DOUG DC932				FITTING	CRACKED GALLEY DOOR		7/23/97 MWEA97670
DURING C-CHK, FOUND CRACK ON GAL DOOR AFT BEAM NR 2 END FIT. MTC REPAIRED IAW SRM 51-30.									
5250 ABXA	925AX 45728	DOUG DC914				LATCH AR25291GR41	LOOSE COCKPIT DOOR		4/22/98 ABXA9800405
COCKPIT DOOR EXTREMELY DIFFICULT TO OPEN FROM CABIN. TIGHTENED DOOR HANDLE/LATCH ASSEMBLY, OPS CHECKED GOOD.									
5250 ABXA	934AX 47462	DOUG DC933F				LATCH	FAILED COCKPIT DOOR		12/29/97 ABXA9702010
COCKPIT DOOR LATCH INOPERATIVE FROM CABIN SIDE. REPAIRED COCKPIT DOOR LATCH AS NECESSARY.									
5270 NWAA	994Z 47097	DOUG DC931				STRIKER PLATE	OUT OF ADJUST CARGO DOOR		3/28/98 9805339981
DURING CLIMB, AFT CARGO DOOR WARNING LIGHT ILLUMINATED. FLIGHT RETURNED TO MEM AND LANDED WITHOUT INCIDENT. DURING LANDING LIGHT WENT OUT. MAINTENANCE ADJUSTED STRIKER PLATE AT CARGO DOOR, FUNCTIONAL CHECK OK.									
5280 MWEA	502ME 48132	DOUG DC932				FASTENER	MISINSTALLED NLG DOOR		1/18/98 MWEA98027
DURING C-CHECK, FOUND IMPROPER FASTENERS ON AFT NOSE GEAR DOOR. MTC REPAIRED IAW SRM 53-05 FIG 62 AND SRM 51-30-5.									
5310 VJ6A	909VJ 47322	DOUG DC932				STRUCTURE 1A28762	CORRODED FS 607		3/5/98 VJ9800043
LOWER END CAP CORRODED AND 6 RIVET POPPED IN CARGO COMAPARTMENT BELOW CENTER FUEL TANK PRESSURE BULKHEAD. REMOVED DUCT SEAL CONTAINER, DOUBLER AROUND DUCT CUT OUT AND WEB PLUS CORRODED T-CHORD. INSTALLED T-CHORD IAW DC9 SRM, FIG 53-03, PG 15, AND DOUBLER IAW DC9 SRM 51-10-2, AND REINSTALLED DUCT SEAL REATINER IAW DC9 SRM 51-30-1. REPAIR ACCOMPLISHED IAW AEROCORP EO 98-798.									
5311 ABXA	944AX 47550	DOUG DC931			DOUG	FRAME 5912285515	CRACKED BS 641		4/16/98 ABXA9800393
DURING C-CHECK, FOUND THE RIGHT CABIN WINDOW FRAME STATION 641 CRACKED. REPAIRED FRAME IAW DC9 SSRM DWG K05159.									
5311 ABXA	944AX 47550	DOUG DC931			DOUG	FRAME 9912243105	CORRODED FRAME 965		4/16/98 ABXA9800391
DURING C-CHECK, FOUND FRAME 965 AND LONGERON 30 CORRODED. REPAIRED FRAME IAW DC9 SRM 53-03.									
5311 MWEA	302ME 47102	DOUG DC932				FRAME	CRACKED BS 718		12/28/97 MWEA97883
DURING INSPECTION, FOUND CRACK AT STATION 718 ON RT SIDE FRAME FROM AFT INBOARD TENSION BOLT HOLE. MTC REPAIRED IAW SRM 51-10-4, SRM 51-30-1, SRM 51-30-2 AND SRM 51-30-5.									
5311 ZZDA	967VV 47170	DOUG DC932				FRAME	CORRODED BS 996		4/27/98 VJ9800145
AFT FRAME CORRODED, LT SIDE 6 INCHES ABOVE FLOOR, AT FS 996. FABRICATED SPLICE, 15 BY 2 BY 1 INCHES IAW DC9 SRM 53-03, FIG 14 AND FRAME, 15 BY 2 BY 1 INCHES, IAW DAC DWG 5910163 AND RES 1 05439. INSTALLED REPAIR PARTS IAW DC9 SRM 51-30-5.									

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5311 VJ6A	905VJ 47378	DOUG DC932				FRAME 2777930	CORRODED BS 220		3/26/98 VJ9800137
BULKHEAD FLANGE ABOVE FS 220, LONGERON 30, CORRODED. REPAIRED IAW DC9 SRM 53-03, FIG 2A, SHEET 5, AND 51-10-2A.									
5311 MWEA	212ME 47701	DOUG DC932				FRAME 5910668	DAMAGED BS 370		2/16/98 MWEA98162
FRAME AT FS 370 WAS FOUND TO HAVE A TOOLING MARK IN THE UPPER RADIUS BETWEEN LONGERON 29L AND 30. FABRICATED REPAIR ANGLE IAW SRM 53-01 FIG 1 AND FIG 2.									
5311 MWEA	212ME 47701	DOUG DC932				FRAME 2777930	MISREPAIRED BS 389		2/16/98 MWEA98160
PREVIOUS REPAIR WAS ON AT FS STA 389 BETWEEN LONGERON 28L AND 29R NOT IAW SRM. FABRICATED REPAIR FILLER AND DOUBLERS IAW SRM 53-03 FIG 2A.									
5311 MWEA	216ME 47740	DOUG DC932				FRAME	SPLICED BS 775		8/19/97 MWEA97735
DURING D-CHK, STA 775 SPLICED BETWN L29L TO L29R TO FOM. MTC REPAIRED IAW SRM 53-03.									
5311 MWEA	215ME 47744	DOUG DC932				FRAME 991961502	CRACKED BS 699		1/19/98 MWEA98042
DURING D-CHECK, FRAME AT FS 699 WAS FOUND CRACKED IN THE LWR OUTBD AFT POCKET RT SIDE. REMOVED DAMAGED FRAME AT STA 699 RT SIDE ORDERED AND INSTALLED NEW FRAME IAW DOUGLAS SB53-131.									
5311 MWEA	215ME 47744	DOUG DC932				FRAME	CORRODED BS 851		1/19/98 MWEA98040
DURING D-CHECK, A FRAME AT FS 851 LONGERON 26L TO 26R WAS FOUND CORRODED. REMOVED DAMAGED SECTION, FABRICATED REPAIR SECTIONS IAW SRM 53-03 FIG 2A, INSTALLED REPAIR SECTIONS IAW SRM 51-30-5 AND RETURNED TO SERVICE.									
5311 MWEA	215ME 47744	DOUG DC932				FRAME S2777930	CORRODED BS 218		1/19/98 MWEA98034
DURING D-CHECK, CABIN FRAME AT STA 218 BETWEEN LONGERON 17L-18L CORRODED AND GROUND OUT. REMOVED DAMAGED SECTION OF FRAME, FABRICATED AND INSTALLED REPAIR PER SRM 53-03 FIG 32.									
5311 ABXA	959AX 47761	DOUG DC941			DOUG	FRAME 9912246115	CORRODED BS 1114		2/3/98 ABXA9800049
DURING MOD/D-CHECK, FOUND FRAME AT STA 1114 CORRODED FROM LONGERON 24L TO 24R. REPLACED FRAME T-CAP IAW DC9 SRM 51-30-2 AND 51-30-5.									
5311 ABXA	959AX 47761	DOUG DC941			DOUG	FRAME 9912246115	CORRODED BS 1114		2/3/98 ABX9800044
DURING MOD/D-CHECK, FOUND FUSELAGE FRAME AT STA 1114 HEAVILY CORRODED BETWEEN LONGERON 24L AND 24R. REPLACED FRAME IAW DC9 SRM 51-30-2.									
5311 HALA	709HA 47764	DOUG DC951				FRAME	CORRODED BS 1297		3/1/97 HALA9799
AFT ACCESSORY COMPRTMENT INTERIOR LEVEL 2 CORROSION ON CANTED BULKHEAD FRAME STATION 1297, OUTBOARD CHORD, AT ATTACH POINT TO SKIN, RBL 20. REMOVED CORROSION FABRICATED AND INSTALLED DOUBLERS PER SRM 53-01 FIG 2. (M)									
5311 CALA	37882 48027	DOUG DC981				BELTFRAME	CORRODED BS 1322		2/16/98 CALA9800266
INSPECTION FOUND BELTFRAME CORRODED ACROSS BOTTOM ON FRONT CENTER AND LOWER CHANNEL AT STA 1322 FROM LONGERON 28L TO 28R. A REPAIR WAS INSTALLED IAW SRM 53-03.									

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5311 AALA	70425 49337	DOUG DC982				FRAME	CORRODED BS 168		3/20/98 AALA980582
TUL - CUSP FRAME AT STATION 168 HAS CORROSION, JUST FORWARD OF FORWARD SERVICE DOOR AT CABIN FLOOR LEVEL. REMOVED CORROSION PER SRM 53-10-3. INSTALLED DOUBLER AFTER TREATING AND PRIMING PER SRM 53-20-00-14. (M)									
5312 ABXA	938AX 47009	DOUG DC931		DOUG		BLKHD DOUBLER 591013013	CRACKED AFT PRESS BLKHD		2/16/98 ABXA9800081
DURING C-CHECK COMPLIANCE WITH S/B 53-137, FOUND DOUBLER CRACKED RADIALY IN UPPER RIGHT AND UPPER LEFT CORNERS. REPAIRED DOUBLER IAW ABX REA D953-22492-MR AND DC9 S/B 53-137.									
5312 ABXA	923AX 47165	DOUG DC931		DOUG		BLKHD STIFFENER 5910163113	CORRODED AFT PRESS BLKHD		4/16/98 ABXA9800390
DURING C-CHECK, FOUND AFT PRESSURE BULKHEAD STIFFENER AT LONGERON 30 CORRODED. REPAIRED STIFFENER IAW ABX REA D953-23253-MR AND DC9 SRM 53-05.									
5312 USAA	937VJ 48117	DOUG DC931				BULKHEAD 59101303	CRACKED DOOR BS 996	45041	12/5/97 USAA970354
DURING B-CHECK, FOUND APPROXIMATE 2.5 INCH CRACKS IN AFT PRESSURE BULKHEAD DASHES 3, 85, AND 87 SKIN DOUBLERS AT LOWER LT HAND CORNER OF DOOR APERTURE AFT PRESSURE BULKHEAD STA 996. DETECTED BY VISUAL AND X-RAY. MADE DOUBLER REPAIR PER J060088-515. (X)									
5312 VJ6A	909VJ 47322	DOUG DC932				BULKHEAD 591486523	CORRODED BS 597		3/6/98 VJ9800044
TWO FASTENER HEADS POPPED AND BULGING UNDER PRESSURE DOME AT STA 597, RBL 18. DRILLED NEW PANEL, FABRICATED FINGER DOUBLERS PLUS 2 ADDITIONAL DOUBLERS IAW DC9 SRM 51-10-2. TREATED AND PRIMED AREAS IAW DC9 SRM 51-10-3, INSTALLED NEW PRESSURE BULKHEAD PANEL, FINGER DOUBLERS AND DOUBLERS IAW DC9 SRM 51-30-2, RES 1 03655 AND AEROCORP EO 98-798.									
5312 VJ6A	917VV 47323	DOUG DC932				BULKHEAD	CRACKED BS 1074		4/8/98 VJ9800132
CRACK FOUND EMANATING APPROX .25 INCH BOTH SIDES OF FASTENER HOLE CANTED BULKHEAD AT FS 1074, L3. FABRICATED AND INSTALLED REPAIR DOUBLERS IAW AEROCORP RES-1 04577 AND DC9 SRM 51-10-04, 51-10-03 AND MM 53-10-0, FIG 811.									
5312 MWEA	207ME 47794	DOUG DC932				JAMB	CRACKED AFT PRESS BLKHD		3/18/98 MWEA98350
FOUND CRACK ON AFT VENTRAL DOOR JAMB WEB LEFT SIDE. MTC SPLICED IN NEW SECTION WITH DOUBLER AND FILLER.									
5312 MWEA	207ME 47794	DOUG DC932				JAMB	CRACKED AFT PRESS BLKHD		3/18/98 MWEA98351
FOUND CRACK IN AFT PRESSURE BULKHEAD FORWARD SIDE UPPER LEFT CORNER OF DOOR JAMB ON JAMB FLANGE. MTC SPLICED NEW JAMB SECTION.									
5312 MWEA	207ME 47794	DOUG DC932				BLKHD SKIN	CRACKED AFT PRESS BLKHD		3/18/98 MWEA98352
FOUND VERTICAL CRACK ON AFT PRESSURE BULKHEAD UPPER LEFT CORNER OF VENTRAL DOOR JAMB ON 3 WEB SKIN. MTC SPLICED NEW 3 SECTION SKIN.									
5312 MWEA	207ME 47794	DOUG DC932				BLKHD DOUBLER	CRACKED AFT PRESS BLKHD		3/18/98 MWEA98353
FOUND A RADIAL CRACK ON AFT PRESSURE BULKHEAD DOOR JAMB UPPER LEFT CORNER OF -13 DOUBLER. MTC REMOVED AND REPLACED -13 DOUBLER.									
5312 MWEA	207ME 47794	DOUG DC932				CLIPS 9915558143	CRACKED AFT PRESS BLKHD		3/18/98 MWEA98359
FOUND THE AFT PRESSURE BULKHEAD RT RADIAL FORMER CRACKED ON OUTBOARD END. MTC TRIMMED OUT FORMER AND FITTED WITH NEW CLIPS.									

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5312 ABXA	932AX 47465	DOUG DC933F			DOUG	BLKHD STIFFENER 99155581417	CRACKED AFT PRESS BLKHD		1/20/98 ABXA9800029
DURING C-CHECK, FOUND AFT PRESSURE BULKHEAD STIFFENER AT 996 AND LONGERON 14L LOWER FLANGE CRACKED. REPAIRED STIFFENER IAW DC9 S/B 53-166, SERVICE REWORK DWG J060110 VIEW V-V AND DACO DWG PL 9915558.									
5312 ABXA	932AX 47465	DOUG DC933F			DOUG	BLKHD STIFFENER 9915558148	CRACKED AFT PRESS BLKHD		1/20/98 ABXA9800030
DURING C-CHECK, FOUND AFT PRESSURE BULKHEAD STIFFENER AT STA 996 AND LONGERON 14R LOWER FLANGE CRACKED. REPAIRED STIFFENER IAW DC9 S/B 53-166, SERVICE REWORK DWG J060110 VIEW V-V AND DACO DWG PL 9915558.									
5313 ABXA	944AX 47550	DOUG DC931			DOUG	LONGERON 59114277	CRACKED BS 965		4/16/98 ABXA9800392
DURING C-CHECK, FOUND LONGERON 16L CRACKED AT STATION 965. REPAIRED LONGERON IAW DC9 SRM 53-02.									
5313 USAA	956VJ 47588	DOUG DC931				LONGERON	CRACKED BS 699	58695	5/5/97 USAA970178
PIT - DURING PCI 949, FOUND LONGERON CRACKED IN TWO PLACES, .75 INCH CRACK TOTAL LENGTH 1.5 INCH AT RIGHT SIDE, STATION 699 LONGERON 5 RIGHT, DETECTED BY EDDY CURRENT INSPECTION. INSTALLED REPAIR SPLICE PER TYPICAL REPAIR 53-10-17. (M)									
5313 TWAA	997Z 47029	DOUG DC932				LONGERON	CORRODED BS 945-950		3/23/98 TWAA9805003
MCI - DURING OP 15 MAINTENANCE CHECK, FOUND CORROSION ON LONGERON 23L, STATION 945 TO 950. REMOVED CORROSION PER SRM 51-10-03. INSTALLED NEW PART PER SRM 51-01 PAGE 1 ITEM C. (M)									
5313 ZZDA	967VV 47170	DOUG DC932				LONGERON	CRACKED BS 965		4/23/98 VJ9800140
LONGERON 17LT LOWER FLANGE CRACKED .5 INCH FROM LOWER EDGE AT FS 965 MAIN FRAME ATTACH HOLE AND CORRODED. REMOVED LONGERON FROM FS 960 - 996. CUT, DRILLED DEBURRED NEW SECTION OF LONGERON AND INSTALLED FROM FS 956 - 996 IAW DC9 SRM 51010-4, TRAVELER 1A-30766-1, CUT NEW SPLICE, DRILLED AND DEBURRED IAW DC9 SRM 53-02, FIG 18, TRAVELER 1A-30767-1. LONGERON AND SPLICE TREATED AND PRIMED IAW DC9 SRM 51-10-3. INSTALLED IAW DC9 SRM 53-02, FIG 18, 51-30-2.									
5313 ZZDA	967VV 47170	DOUG DC932				STRINGER S277792251A306	CORRODED BS 370-389		4/23/98 VJ9800142
FWD CARGO PIT AT FS 380, 28L, CORRODED BEYOND LIMIT BETWEEN FS 370 - 389. REMOVED LONGERON 28L FROM FS 345 - 398. DRILLED AND DEBURRED NEW LONGERON 28L. TREATED, PRIMED AND INSTALLED IAW DC9 SRM 51-30-2, 51-10-4, AND 51-30-2. SHEAR TIE CRACKED AT FS 351. FABRICATED, DRILLED, DEBURRED SHEAR TIE. REPAIRED AND INSTALLED IAW DC9 SRM 51-10-4, 51-10-3 AND 51-30-2 AFTER TREATING AND PRIMING.									
5313 MWEA	212ME 47701	DOUG DC932				LONGERON 5914468	CRACKED BS 1087-1121		2/16/98 MWEA98165
LONGERON 25 LEFT WAS FOUND CRACKED FROM FS 1087 TO 1121. FABRICATED REPLACEMENT SECTION PER PRINT NR 5914468.									
5313 MWEA	216ME 47740	DOUG DC932				FRAME	IMPROPER REPAIR FUSELAGE		7/23/97 MWEA97674
DURING D-CHK, FOUND IMPROPER REPAIR AT AFT ACCESS CANTED FRAME 1121 LONG 17L TO 18L. MTC REPAIRED IAW SRM 53-05 FIG 27 SHT 4.									
5313 MWEA	216ME 47740	DOUG DC932				LONGERON	CORROSION BS 869-955		8/19/97 MWEA97737
DURING D-CHK, FOUND CORROSION LONG 30 AFT CARGO COMPART CNT FS 869 TO 955. MTC REPAIRED IAW SRM 53-01.									
5313 MWEA	216ME 47740	DOUG DC932				LONGERON	CRACKED BS 415		7/23/97 MWEA97676
DURING D-CHK, FOUND CRACK ON FWD SIDE SPLICE L29L STA 415. MTC REPAIRED IAW SRM 53-02 AND 51-30.									

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5313 MWEA	215ME 47744	DOUG DC932				LONGERON	CRACKED BS 160		1/19/98 MWEA98068
LONGERON 4L WAS FOUND CRACKED AT FUSELAGE STATION 160 AND FUSELAGE STATION 200. REMOVED DAMAGED LONGERON, ORDERED NEW PART, INSTALLED NEW LONGERON IAW SRM 51-30-2.									
5313 MWEA	215ME 47744	DOUG DC932				LONGERON S2912099	DAMAGED CABIN		1/19/98 MWEA98033
DURING D-CHECK, THE LONGERON 10 LEFT AT FS 965 HAS A DRILL STRIKE. REMOVED DAMAGED SECTION, FABRICATED REPAIR SECTIONS IAW SRM 53-02 FIG 18, INSTALLED REPAIR SECTIONS IAW SRM 51-30.									
5313 MWEA	215ME 47744	DOUG DC932				LONGERON 27779224	DAMAGED BS 980		1/19/98 MWEA98066
THE LONGERON AT FS 980 17L WAS FOUND WITH ELONGATED HOLES. REMOVED DAMAGED SECTION OF LONGERON, FABRICATED REPAIR SECTION IAW SRM 53-02 FIG 18, INSTALLED REPAIR SECTION IAW 51-30.									
5313 MWEA	215ME 47744	DOUG DC932				LONGERON 27779221	CRACKED CABIN		1/19/98 MWEA98032
D-CHECK, LONGERON 2R AT FS 756 FOUND CRACKED. REMOVED DAMAGED SECTION OF LONGERON, FABRICATED REPAIR SEC IAW 53-02, INSTALLED REPAIR SECTIONS IAW SRM 51-30.									
5313 MWEA	215ME 47744	DOUG DC932				LONGERON 27778221	CRACKED BS 756		1/19/98 MWEA98031
DURING D-CHECK, LONGERON 3R WAS FOUND CRACKED AT FS 756. REMOVED DAMAGED SECTION, FABRICATED REPAIR SEC IAW 53-02 FIG 18. INSTALLED REPAIR SEC IAW 51-30.									
5313 HALA	709HA 47764	DOUG DC951				LONGERON 27779225	CORRODED BS 1260		3/15/97 HALA97107
STRINGER 8-R DIRECTLY UNDER CANTED FRAME 1260 HAS LEVEL 2 CORROSION. REMOVED CORROSION AND FABRICATED1 STRINGER 2 SPLICES. REINSTALLED NEW FABRICATED STRINGER SECTION AND SPLICES PER SRM 53-02 FIG 2A ON STRINGER 8 RT DIRECTLY UNDER CANTED FRAME 1260. (M)									
5313 AALA	228AA 49178	DOUG DC982				LONGERON	CORRODED BS 370-427		3/19/98 AALA980584
TUL - FOUND L30 HAS CORROSION STATION 370 TO 427. INSTALLED DOUBLER STRAP PER ESO 80559, DATED 3/19/98. (M)									
5313 AALA	228AA 49178	DOUG DC982				LONGERON	CORRODED BS 370-427		3/19/98 AALA980545
TUL - FOUND CORROSION IN L29L, STATION 370 TO 427. INSTALLED STRAP DOUBLER PER ESO 80559. (M)									
5315 ABXA	932AX 47465	DOUG DC933F			DOUG	FLOORBEAM 9922397501	CORRODED BS 937		1/19/98 ABXA9800031
DURING C-CHECK, FOUND FLOORBEAM LOWER FLANGE CORRODED AT STA 937, BL 0.0. REPAIRED FLOORBEAM IAW ABX REA D53-22192MR.									
5315 USAA	803US 48035	DOUG DC981				LONGERON	CRACKED BS 160	45819	2/20/98 USAA980080
PIT - DURING Q-4/C-3 INSPECTION, FOUND .5 INCH CRACK AT STATION 160 LONGERON 4 LEFT. SPLICED IN NEW SECTION OF LONGERON AND REPLACED END FITTING PER SRM 53-02 FIG 18 SHEET 1-6. (M)									
5320 NWAA	8925E 45841	DOUG DC931				BRACKET	CRACKED BS 639		3/4/98 9805289945
DURING H-CHECK, FOUND SHEAR TIE FITTING CRACKED AT FS 639 AT LONGERON 29L. REPLACED SHEAR TIE FITTING PER SRM 51-30-2.									

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5320 ABXA	938AX 47009	DOUG DC931			DOUG	WEB 99101515	CRACKED BS 617-639		2/16/98 ABXA9800082
DURING C-CHECK, FOUND THE LEFT CUSP WEB CRACKED AT STA 617, 639 AND 658. REPLACED CUSP WEB IAW DC9 SRM 51-10-04.									
5320 ABXA	938AX 47009	DOUG DC931			DOUG	FITTING 3916209501	CRACKED BS 680		2/16/98 ABXA9800083
DURING C-CHECK, FOUND FLOORBEAM VERTICAL SUPPORT FITTING AT STA 680 AND LBL 44 CRACKED. REPLACED FITTING IAW DC9 SRM 51-10-4.									
5320 ABXA	938AX 47009	DOUG DC931			DOUG	ANGLE 591395185	CRACKED BS 186		2/3/98 ABXA9800053
DURING C-CHECK, FOUND FORWARD LT ENTRY DOOR DRAIN PAN SUPPORT ANGLE CRACKED AT LBL 55 AND STATION 186. REPLACED ANGLE IAW DC9 SRM 51-30-8.									
5320 EISA	960VV 47067	DOUG DC931				DOUBLER	CORROSION BS 945		5/11/97 EISA97097
DURING ACCOMPLISHMENT OF C-CEHCK WORK CARD, FOUND CORROSION ON DOUBLER AT TOP OF FRAME FS 945 IN AFT CARGO PIT. REMOVED DOUBLER, REMOVED CORROSION ON FRAME, FABRICATED NEW DOUBLER AND INSTALLED PER SRM 51-10-3. (M)									
5320 EISA	960VV 47067	DOUG DC931				SUPPORT	CRACKED BS 680		5/11/97 EISA97096
DURING ACCOMPLISHMENT OF C-CHECK WORK CARD, FOUND FLOOR SUPPORT CRACKED AT FS 680 LEFT SIDE, IN MAIN CABIN. FABRICATED REPAIR DOUBLER AND INSTALLED PER SRM 52-11-02. (M)									
5320 NWAA	8932E 47141	DOUG DC931				FITTING	CORRODED BS 945		3/11/98 9805299996
DURING M-CHECK, FOUND CORROSION ON END FITTING FOR LONGERON 21R AT FS 945. REPLACED FITTING (P/N 4912798-501) PER SRM 53-01.									
5320 NWAA	8932E 47141	DOUG DC931				FITTING	CORRODED BS 998		3/18/98 9805309996
DURING M-CHECK, FOUND CORROSION ON END FITTING FOR LONGERON 22L AT FS 998. REPLACED FITTING (P/N 4912515-1) PER SRM 53-01.									
5320 NWAA	911RW 47149	DOUG DC931				PRESS PANEL	CRACKED BS 83		1/3/98 9801159965
DURING L-CHECK, FOUND CRACK IN NOSE LANDING GEAR WHEEL WELL HORIZONTAL PRESSURE PANEL FS 83. REPAIRED PER EA 99-153474.									
5320 NWAA	956N 47252	DOUG DC931				JAMB	CRACKED BS 1087		12/20/97 9725079906
DURING L-CHECK, FOUND CRACK IN VENTRAL STAIRWAY JAMB, RIGHT SIDE, FS 1087. REPAIRED PER EA 99-153436.									
5320 NWAA	956N 47252	DOUG DC931				SUPPORT	CRACKED BS 277		12/29/97 9725089906
DURING L-CHECK, FOUND CRACK IN CENTER LINE FLOOR SUPPORT AT FS 277. REPAIRED PER EA 99-153471.									
5320 NWAA	956N 47252	DOUG DC931				SUPPORT	CORRODED BS 229-313		12/29/97 9725099906
DURING L-CHECK, FOUND CORROSION ON CENTER LINE FLOOR SUPPORT FS 229 TO 313. REPAIRED PER EA 99-153471.									
5320 TWAA	980Z 47344	DOUG DC931				PANEL	CRACKED BS 85		10/29/97 TWAA9712803
STL - DURING MAINTENANCE, A CRACK WAS REPAIRED IN THE PRESSURE PANEL AT STATION 85 RIGHT TUNNEL OUTBOARD SIDE. (M)									

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5320 ABXA	945AX 47551	DOUG DC931			DOUG	DOUBLER 59145581N	CORRODED AFT FUSELAGE		2/16/98 ABXA9800080
DURING C-CHECK, FOUND CORROSION AT THE AFT END OF THE PRESSURIZATION OUTFLOW VALVE SCOOP. REPLACED DOUBLER IAW DC9 SRM 51-30-2.									
5320 ABXA	945AX 47551	DOUG DC931			DOUG	ANGLE 991555049	CRACKED BS 980		2/3/98 ABXA9800052
DURING C-CHECK, FOUND INTERCOSTAL ATTACH ANGLE CRACKED AT STA 980 BETWEEN LONGERON 27L AND 28L. REPLACED ANGLE IAW DACO DWG 9915550 AND DC9 SRM 51-30-5.									
5320 ZZDA	967VV 47170	DOUG DC932				SKIN 1A20920130921	CORRODED FUSELAGE		4/23/98 VJ9800143
FUSELAGE SKIN AT ADF ANTENNA CORRODED BEYOND LIMIT AFTER REMOVAL OF CORROSION IAW SRM 51-01. REMOVED OVERHEAD CEILING PANELS AND AIR CONDITIONING DUCTS FOR ACCESS. REPAIRED FUSELAGE SKIN IAW DC9 SRM 53-04, FIG 29, REINSTALLED DUCTS AND PANELS IAW DC9 MM 25-22-0, 25-28-0 AND 20-11-0. DOUBLER 28.5 BY 16 INCHES AND FINGER DOUBLERS 28.5 BY 3 INCHES.									
5320 ZZDA	967VV 47170	DOUG DC932				DOUBLER 59124372	CORRODED LT WING		4/23/98 VJ9800144
LT WING LOWER MAIN LANDING GEAR DOUBLER HAS SEVERAL BLEND OUTS BEYOND LIMIT. REMOVED, REPLACED, DRILLED, COUNTER SUNK AND DEBURRED NEW DOUBLER. TREATED AND PRIMED IAW DC9 SRM 51-30-5.									
5320 VJ6A	922VV 47274	DOUG DC932				SUB FLOOR	CORRODED BS 200		1/31/98 VJ9800015
REPAIR ON SUB-FLOOR PLATE CORRODED AT STA Y200, X54. CUT OUT CORRODED AREA, FABRICATED REPAIR DOUBLER, DRILLED, TREATED AND INSTALLED IAW DC9 SRM 51-10-3, 51-10-4 AND EO 98-773. REFERENCE NR 0271X1-0351/113687.									
5320 VJ6A	905VJ 47378	DOUG DC932				SUPPORT 2652479	CORRODED BS Y200		3/25/98 VJ9800136
FLOOR SUPPORT CORRODED AT STA Y200, X56RH. REMOVED, FABRICATED, TREATED AND INSTALLED IAW DC9 SRM 51-10-1, 51-10-4, 51-10-3 AND 51-3-2.									
5320 VJ6A	905VJ 47378	DOUG DC932				CUSP	CRACKED BS 164		3/6/98 VJ9800135
LT CUSP AT FS 164, APPROX Z=0 CRACKED. TRIMMED DAMAGED AREA AND FABRICATED REPAIR DOUBLER AND FILLER IAW DRAWING SK98128. TREATED, PRIMED AND INSTALLED REPAIR IAW DC9 SRM 51-10-3 AND 51-30-2.									
5320 MWEA	212ME 47701	DOUG DC932				INTERCOSTAL	DAMAGED BS 511		2/16/98 MWEA98161
INTERCOSTAL AT BS 511 FOUND HOLE AND TOOLING MARKS. FABRICATED REPAIR ANGLES IAW 53-01.									
5320 MWEA	212ME 47701	DOUG DC932				SPLICE	CRACKED BS 945-965		2/16/98 MWEA98164
LONGERON SPLICE AT LONGERON 30 BETWEEN FS 945 AND 965 WAS FOUND CRACKED. FABRICATED REPAIR SPLICE IAW PRINT 3913291.									
5320 MWEA	212ME 47701	DOUG DC932				SPLICE 3913291	CRACKED BS 813-823		2/16/98 MWEA98163
SPLICE FITTING ON LONGERON 28L BETWEEN FS 813 AND 832 WAS FOUND CRACKED. FABRICATED REPLACEMENT SPLICE PER PRINT 3913291.									
5320 MWEA	216ME 47740	DOUG DC932				CLIP	DENTED BS 598		7/23/97 MWEA97678
DURING D-CHK, FOUND DENTED FRAME CLIP FUSE FRAME STA 598 BETWN LONG 24 AND 25L. MTC REPAIRED IAW SRM 53-03 FIG 3 AND 51-30.									

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5320 MWEA	216ME 47740	DOUG DC932				SKIN	CORROSION BS 813		8/19/97 MWEA97739
DURING D-CHK, FOUND MODERATE TO HEAVY CORROSION AROUND SCREW HOLE RT EXTERNAL SKIN STA 813 L25 LWR SKIN SEAM. MTC REPAIRED IAW DAC SVC-ORD-0151/ ATC 18JUN97.									
5320 MWEA	215ME 47744	DOUG DC932				INTERCOSTAL	CORRODED BS 851-889		1/19/98 MWEA98039
DURING D-CHECK, AN INTERCOSTAL AT LONGERON 28R FS 851 TO FS 889 WAS FOUND CORRODED. REMOVED OLD INTERCOSTAL AND FABRICATED REPLACEMENT INTERCOSTAL IAW 53-11-3, INSTALLED INTERCOSTAL IAW 51-30.									
5320 MWEA	215ME 47744	DOUG DC932				INTERCOSTAL 7075T6080	CORRODED BS 851-889		1/7/98 MWEA98037
DURING D-CHECK, THE INTERCOSTAL AT LONGERON 29R FS 851 TO 889 WAS FOUND CORRODED. REMOVED AND FABRICATED INTERCOSTAL IAW SRM 53-11-3, INSTALLED INTERCOSTAL IAW SRM 51-30-2.									
5320 MWEA	215ME 47744	DOUG DC932				BEAM 9936579	CHAFED BS 389		1/19/98 MWEA98043
DURING D-CHECK, THE LWR FLANGE OF FLOORBEAM AT FS 389 FOUND TO BE CHAFFED, LOCATED RT ABOVE FWD CARGO DOOR. REMOVED DAMAGED AREA, FABRICATED REPAIR SEC IAW SRM 53-05 FIG 86, INSTALLED REPAIR SEC IAW SRM 53-05 AND 51-30.									
5320 MWEA	215ME 47744	DOUG DC932				FITTING 39203221	CORRODED BS 996		1/7/98 MWEA98036
DURING D-CHECK, CORROSION WAS FOUND ON END CAP AT FS 996 LONGERON 28L. REMOVED, ORDERED AND INSTALLED NEW END CAP IAW SRM 51-30.									
5320 MWEA	215ME 47744	DOUG DC932				SHEAR CLIP 7075T6063	CRACKED FUSELAGE		1/19/98 MWEA98035
DURING D-CHECK, THE AFT ACCESS COMP LEFT HAND CANTED FRAME 1089 BETWEEN LONG 7 AND 8 TIE BRACKET CRACKED AND CORRODED. REMOVED CRACKED BRACKET AND FABRICATED SHEAR TIE IAW SRM 53-11-4. INSTALLED SHEAR TIE IAW SRM 51-30.									
5320 MWEA	215ME 47744	DOUG DC932				SHEAR TIE	CORRODED BS 408		1/19/98 MWEA98041
DURING D-CHECK, THE SHEAR TIE ON FRAME AT FS 408 HAS CORROSION BETWEEN LONGERON 29L AND 29R. REMOVED DAMAGED SECTION, FABRICATED REPLACEMENT SECTION OF SHEAR TIE IAW SRM 53-03 FIG 2A, INSTALLED SHEAR TIE IAW 51-30-2.									
5320 MWEA	207ME 47794	DOUG DC932				INTERCOSTAL	CRACKED BS 1132.6		3/18/98 MWEA98357
FOUND CRACK ON INTERCOSTAL BOTTOM FLANGE LT SIDE FUSE STA 1132.60 TO 1143.01. MTC FABRICATED DOUBLER AND INSTALLED.									
5320 ABXA	932AX 47465	DOUG DC933F			DOUG	CUSP WEB 991075521	CRACKED BS 955		1/20/98 ABXA9800028
DURING C-CHECK, FOUND RIGHT CUSP WEB AT FS 955 CRACKED APPROX 4 LONG. REPAIRED CUSP WEB IAW ABX REA D953-22256.									
5320 ABXA	959AX 47761	DOUG DC941			DOUG	FITTING 991966018	CORRODED ACCESS COMPT		2/3/98 ABXA9800047
DURING MOD/D-CHECK, FOUND SUPPORT BRACKET FITTING IN AFT ACCESSORY COMPARTMENT CORRODED AND CRACKED. REPLACED BRACKET FITTING IAW DC9 SRM 51-30-2.									
5320 ABXA	959AX 47761	DOUG DC941			DOUG	STIFFENER 9911839120	CORRODED BS 1197		2/3/98 ABXA9800048
DURING MOD/D-CHECK, FOUND STIFFENER CORRODED AT AFT SIDES OF STA 1197 AND LONGERON 13R. REPLACED STIFFENER IAW DC9 SRM 51-30-5 AND DACO DWG 9911839.									

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5320 ABXA	959AX 47761	DOUG DC941			DOUG	ANGLE 991199115	CORRODED VENTRAL DOORWAY		2/3/98 ABXA9800050
DURING MOD/D-CHECK, FOUND THE AFT VENTRAL STAIR DOOR JAMB ANGLE CORRODED. REPLACED ANGLE IAW DC9 SRM 51-30-2 AND 51-30-5. ADDITIONAL PARTS JAMB, (P/N 991190-401), ANGLE (P/N 9919662-12).									
5320 ABXA	959AX 47761	DOUG DC941			DOUG	BRACKET 49174271	CORRODED VENTRAL DOORWAY		2/3/98 ABXA9800051
DURING MOD/D-CHECK, FOUND THE AFT VENTRAL STAIR DOOR JAMB BRACKET CORRODED. REPLACED BRACKET IAW DC9 SRM 51-30-2 AND 51-30-5.									
5320 ABXA	959AX 47761	DOUG DC941			DOUG	DOOR JAMB 991555965	CORRODED BS 1135		2/3/98 ABXA9800045
DURING MOD/D-CHECK, FOUND THE AFT VENTRAL DOOR AFT JAMB WEB FS 1135 FRAME CORRODED, LONGERON 24L TO 24R. REPLACED WEB IAW DC9 SRM 51-30-2, AND DACO DWG 9915559.									
5320 ABXA	959AX 47761	DOUG DC941			DOUG	FITTING 991966017	CRACKED ACCESS COMPT		2/3/98 ABXA9800046
DURING MOD/D-CHECK, FOUND LEFT SUPPORT BRACKET FITTING IN AFT ACCESSORY COMPARTMENT CORRODED AND CRACKED. REPLACED BRACKET FITTING IAW DC9 SRM 51-30-2.									
5320 NWAA	401EA 47682	DOUG DC951				JAMB	CRACKED BS 1167		1/7/98 9801169885
DURING H-CHECK, FOUND CRACK IN AFT VENTRAL DOOR JAMB WEB UNDER SCUFF PLATE FS 1167. REPAIRED PER EA 98-153442.									
5320 HALA	709HA 47764	DOUG DC951				BRACKETS	CORRODED BS 617		3/6/97 HALA97100
FORWARD CARGO COMPARTMENT RIB BRACKETS AT STATION 617 LONGERONS 29-1/2R AND 29-1/2L HAVE LEVEL 2 CORROSION. FABRICATED 2 RIB BRACKETS AND TREATED, INSTALLED REMOVED CORROSION AT STATION 617 BETWEEN 29-1/2R AND 29-1/2L. (M)									
5320 HALA	709HA 47764	DOUG DC951				ANGLE	CRACKED BS 1116		1/30/97 HALA9789
LEFT UPPER 'L' ANGLE PYLON TO FUSE IS CRACKED AT FS 1116. STOP DRILLED CRACKED AREA FAB ANGLE DOUBLER AND INSTALLED PER SRM 54-04 FIG 10. (M)									
5320 HALA	709HA 47764	DOUG DC951				SHEAR TIE	CORROSION BS 1260		2/26/97 HALA9795
AFT ACCESSORY INTERIOR LEVEL 2 CORROSION ON SHEAR TIE FS 1260 BETWEEN STRINGER 10R AND 11R. REMOVED AND REPLACED SHEAR TIE SRM 51-10-2, SRM 51-30-5, 51-30-2. (M)									
5320 HALA	709HA 47764	DOUG DC951				DOUBLER 592487635N	CORRODED BS 880		3/4/97 HALA9798
RIGHT FUSELAGE STATION 880 LONGERON 26L TO 26R BELLY SKIN DOUBLER IS CORRODED. REMOVED AND REPLACED BELLY SKIN DOUBELR AT STATION 880 LONGERON 26L TO 26R IAW SRM 51-30-5 AND DWG NR 5924876. (M)									
5320 HALA	709HA 47764	DOUG DC951				CLIP	CORROSION BS 1167-1174		3/15/97 HALA97109
AFT ACCESSORY COMPARTMENT FS 1167-1175. SHOVEL CLIP HAS LEVEL 2 CORROSION, STRINGER 2A. REMOVED AND REPLACED SHOVEL CLIP PER DWG NR 3914653 AND SRM 53-10-3, SRM 51-30-5. (M)									
5320 HALA	709HA 47764	DOUG DC951				WEB	CORRODED WS 409-509		3/13/97 HALA9791
SKIN WEB 5 INCHES AFT OF TRAILING EDGE HAS LEVEL 2 CORROSION LEFT WING XRS 409-509. REMOVED DAMAGED WEB FABRICATED AND INSTALLED REPLACEMENT WEB, PER SRM 51-10-2, 51-10-3, 51-30-1, 51-30-5. (M)									

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5320 HALA	709HA 47764	DOUG DC951				ANGLE	CORRODED BS 1292		3/17/97 HALA97105
AFT ACCESSORY COMPARTMENT STATION 1292 AFT SIDE OF RIGHT CANTED FRAME. LEVEL 2 CORROSION ON 'L' ANGLE AT 3:00 O'CLOCK POSITION, AND SURFACE CORROSION ON FRAME WEB AND ANGLES. REMOVED CORROSION ON WEB FABRICATED 1 REPAIR 'L' ANGLE AND REMOVED CORROSION ON OTHERS. REPLACED FASTENERS AND INSTALLED PARTS PER SRM 5 1-10-3, 51-30-2, 53-01 FIG 2. (M)									
5320 HALA	709HA 47764	DOUG DC951				DOUBLER	CORROSION BS 970		3/13/97 HALA9792
FOUND STRINGER 30 AT STATION 970, HAS CORROSION LEVEL 2 UNDER CIRCUMFERENTIAL DOUBLER. REMOVED CORROSION ON SKIN, MATERIAL LOSS WITHIN LIMITS PER SRM 53-01, FIG 1. REMOVED FABBED REINSTALLED CIRCUMFERENTIAL DOUBLER PER SRM 51-10-2, 51-10-2A DPS 7.00-1. REV AV SRM 51-30-2. (M)									
5320 HALA	709HA 47764	DOUG DC951				DOUBLER	CORRODED BS 1275-1260		3/5/97 HALA9797
AFT ACCESSORY COMPARTMENT INTERIOR LEVEL 2 CORROSION ON LONGERON 10R UNDER CANTED BULKHEAD STRINGER 1260 TO STRINGER 1275. REMOVED CORROSION/ALODINED/PRIMED/REMOVED AND REPLACED DOUBLER PER SRM 51-10-3 AND 53-01 FIG 1. (M)									
5320 HALA	709HA 47764	DOUG DC951				'T' CHORD	CORROSION FS 1167-1306		2/26/97 HALA9796
RIGHT SIDE 'T' CHORD HAS LEVEL 2 CORROSION FS 1167-1206, RBL 45. REMOVED AND REPLACED 'T' CHORD SRM 51-16-2, SRM 51-10-2, SRM 51-30-2, 51-30-5. (M)									
5320 HALA	709HA 47764	DOUG DC951				STIFFENER	CORRODED BS 1260		3/16/97 HALA9790
AFT FACE OF CANTED FRAME 1260 STIFFENER AT STRINGER 8R HAS LEVEL 2 CORROSION. REMOVED CORROSION FABRICATED AND REPLACED STIFFENER PER SRM 51-10-3, 53-01 FIG 1 51-10-2, 51-30-0, 51-10-2. (M)									
5320 USAA	828US 48028	DOUG DC981				JAMB	CORRODED CARGO DOOR	45127	12/8/97 USAA970357
PIT - DURING Q-5/C-3 CHECK, FOUND CORROSION AT FORWARD CARGO ENTRY LOWER (JAMB) FRAME ES427 AND ES408 DURING VISUAL INSPECTION. NEW SPLICE SECTION INSTALLED PER SRM 53-05 FIG 44. (X)									
5320 MWEA	809ME 48071	DOUG DC981				INTERCOSTAL	DAMAGED LT EMER EXIT		3/18/98 MWEA98360
THE INTERCOSTAL DAMAGED BY DRILL JUST BELOW LT FORWARD OVERWING EXIT JAMB. MTC REMOVED AND REPLACED INTERCOSTAL.									
5320 ASAA	956AS 48079	DOUG DC982				FRAME	CRACKED CARGO DOORWAY		2/3/98 ASAA9880023
OAK - DURING 30K CHECK, CRACK WAS FOUND IN FORWARD CARGO COMPARTMENT DOOR FRAME IN RADIUS AT FORWARD UPPER STRIKER. STOP DRILLED CRACK AND INSTALLED DOUBLER IAW ASA EA 5320-01334. (M)									
5320 AALA	412AA 49323	DOUG DC982				SHEAR TIE	CRACKED BS 1309		6/1/97 AALA971127
TUL - SHEAR TIE CRACKED AT STA 1309, LONGERON 16L. REPLACED SHEAR TIE PER SRM 53. TST: 33,449.15 HOURS. CYCLES: 18,839. (X)									
5320 AALA	565AA 49347	DOUG DC983				SUPPORT	CORRODED BS 256		6/24/97 AALA971141
TUL - CORROSION ON LAVATORY SUPPORT STRUCTURE AFT END BETWEEN SEAT TRACKS NR 2 AND NR 3 AT STA 256. INSTALLED MANUFACTURED SUPPORT. (X)									
5320 AALA	565AA 49347	DOUG DC983				CUSP	CORRODED BS 190		6/24/97 AALA971135
TUL - CORROSION ON CUSP. CUT OUT CORRODED SECTION AND INSTALLED DOUBLER PER SRM 53-01. (X)									

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5320 ORJA	871RA 49788	DOUG DC983				ANGLE	CORRODED CABIN	10/11/97 ORJA97182	
LEVEL 2 CORROSION FOUND AT FWD LAVATORY THRESHOLD ANGLE. REMOVED CORRODED ANGLE. FABRICATED NEW ANGLE IAW MD-80 SRM 51-10-2. INSTALLED IAW MD-80 SRM 51-30-2. (M)									
5320 ORJA	871RA 49788	DOUG DC983				ANGLE	CORRODED CABIN	10/8/97 ORJA97183	
LEVEL 2 CORROSION IN FORWARD LAV ON FORWARD WALL SUPPORT ANGLE. REMOVED CORRODED ANGLE, FABRICATED NEW ANGLE IAW MD-80 SRM 51-10-2. INSTALLED ANGLE IAW MD-80 SRM 51-30-2. (M)									
5321 HALA	709HA 47764	DOUG DC951				FLOOR PANEL	CRACKED BS 971-1047	2/27/97 HALA9794	
AFT CARGO PIT FLOOR PANEL AT FS 971-1047 UNDERSIDE OF FLOOR PANEL SUPPORT BRACKETS CRACKED AND BROKEN AT RIVETS AND NOT ATTACHED TO FLOOR PANEL. REMOVED SUPPORT BRACES, FABRICATED AND INSTALLED REPLACEMENT BRACES PER SRM 51-30-2, 51-10-2, 51-10-3. (M)									
5321 HALA	709HA 47764	DOUG DC951				FLOOR PANEL	CRACKED BS 110-160	3/15/97 HALA97104	
FLIGHT DECK FLOOR PANEL FS 110-160, LBL 15 TO RBL 15, HAS CORROSION LEVEL 2 AND CRACKED. REMOVED AND REPLACED FLOOR PANEL SRM 51-10-2, 51-10-03 REINSTALLED HAS CHANNELS, SRM 51-30-02. (M)									
5321 ORJA	871RA 49788	DOUG DC983				FLOORBOARD	CORRODED CARGO COMPT	10/8/97 ORJA97181	
LEVEL 2 CORROSION AND TEARING AT NR 2 FLOORBOARD IN MID CARGO COMPARTMENT. REMOVED AND FABRICATED FLOORBOARD IAW DC-9 SRM 51-10-2. MATERIAL ID S007A PO NR L73534. (M)									
5330 MWEA	700ME 45696	DOUG DC914				SKIN	CRACKED BS 817	1/20/98 MWEA98076	
DURING INSPECTION, FOUND SKIN CRACK .0625 INCH IN LENGTH AT STA 817 LONGERON 13L FWD ROW OF APB. MTC INSTALLED DOUBLER REPAIR IAW SB 53-147R7 INTERIM SERVICE REWORK DRAWING JO60143.									
5330 MWEA	700ME 45696	DOUG DC914				SKIN	CRACKED BS 817	1/20/98 MWEA98074	
DURING INSPECTION, FOUND .0625 INCH CRACK ON FUSELAGE SKIN AT STATION 817 ABOVE LONGERON 13L. MTC INSTALLED INTERIM REPAIR PER JO60143 AND PLACED ON C/O 3142 FOR PERMANENT REPAIR.									
5330 MWEA	400ME 45727	DOUG DC914				SKIN	CRACKED BS 47	12/26/97 MWEA97886	
DURING INSPECTION, MTC FOUND 2 CRACKS ON THE UNPRESSURIZED SKIN OF THE NOSE SECTION RT SIDE STATION 47 BETWEEN LONG 19 AND 20 AND STA 69 BETWEEN LONG 20 AND 21. MTC REPAIRED IAW SRM 53-01 FIG 2 SHEET 3.									
5330 NWAA	8913E 45830	DOUG DC914				SKIN	CRACKED BS 69.55	1/3/98 9801179154	
DURING PERIODIC CHECK, FOUND FUSELAGE SKIN CRACKED AT FS 69.55, RBL 14 TO 20. REPAIRED PER EA 91-154152.									
5330 MWEA	800ME 45842	DOUG DC914				SKIN	SCRATCHED BS 604	8/19/97 MWEA97731	
DURING CPCP, FOUND SCRATCH NEAR LONG 6L AFT FS 604. MTC REPAIRED IAW SRM 53-04 FIG 38 SHT 18 TO 31 / 51-30.									

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5330 GAIA	563PC 47055	DOUG DC915F				SKIN 59114011	DENTED BS 211	50014	2/9/98 GAIA9813
DURING C-CHECK INSPECTION, FOUND A TEMPORARY REPAIR AND DENT ON THE FUSELAGE SKIN JUST BELOW THE FORWARD ENTRANCE DOOR BETWEEN LONGRON 20L AND 18L AT FUSELAGE STATION 211. THE DAMAGE WAS REPAIRED IAW KITTY HAWK EA D9-53-049. (M)									
5330 GAIA	563PC 47055	DOUG DC915F				SKIN 591422	CRACKED BS 817	50014	2/9/98 GAIA9814
DURING INSPECTION OF THE FUSELAGE SKIN PER AD 81-26-03R1 SIX CRACKS WERE FOUND AT STATION 817. FOUR CRACKS BETWEEN L2R AND L3R AND TWO CRACKS BETWEEN L1 AND L2L. THE SKIN WAS REPAIRED IAW SERVICE REWORK DRAWING J060143. (M)									
5330 USAA	952VJ 47574	DOUG DC931				SKIN	CRACKED EQUIP DOORWAY	62835	12/5/97 USAA970356
PIT - DURING RON VISIT, FOUND CRACK .1250 INCH FORWARD .1875 INCH AFT ON SKIN FORE AND AFT M.E.D. TOP AFT DOOR STOP. DETECTED BY EDDY CURRENT. INSTALLED DOUBLERS PER SRM 53-05 FIG 26A. (X)									
5330 VJ6A	922VV 47274	DOUG DC932				SKIN	CRACKED BS 69.5		1/30/98 VJ9800014
THREE FASTENER HOLES HAVE CRACKS EMANATING FROM THEM AT FUSELAGE STATION 69.5 LBL 16.0 (TWO CRACKS), 17.10 (2 CRACKS) AND 18.0 (1 CRACK). ACCESSED AREA FOR REPAIR IAW DC9 MM. REPAIRED AREA IAW REQUIREMENTS CONTAINED IN AD 96-11-11 AND EO 12-5330-29-B1048. REINSTALLED ACCESS ITEMS IAW DC9 MM AND DPS 3.40-1. LEAK CHECKS GOOD IAW DC9 MM 34-10-0 PG 209. REF NR 027VI-0005/112778.									
5330 VJ6A	905VJ 47378	DOUG DC932				PLATING 5911402	CRACKED BS 110-118		2/3/98 VJ9800133
DENTS AND CRACK IN LT SIDE OF FUSELAGE FROM FS 110 TO 118, BETWEEN LONGERON 17L TO 19L. FABRICATED AND INSTALLED FLUSH REPAIR IAW DC9 SRM 53-04, FIG 4 AND FIG 38, REFERENCE RFTS 98-109 AND 98-124. TREATED AND PRIMED PARTS IAW DC9 SRM 51-10-3.									
5330 MWEA	209ME 47730	DOUG DC932				SKIN	DAMAGED BS 889		7/23/97 MWEA97669
DURING C-CHK, FOUND CREASE IN FUSE SKIN FWD STA 889 BELOW L21 RT. MTC REPAIRED IAW SRM 53-04 FIG 38.									
5330 MWEA	209ME 47730	DOUG DC932				SKIN	DENTED BS 118		7/23/97 MWEA97671
DURING C-CHK, FOUND SMALL DING IN EXTER SKIN STA 118 LONG 22R. MTC REPAIRED IAW SRM 53-04 FIG 38, 51-10-3.									
5330 MWEA	216ME 47740	DOUG DC932				SKIN	IMPROPER REPAIR BS 851		8/19/97 MWEA97734
DURING D-CHK, FOUND IMPROPER REPAIR FS 851 LONG 28L TO 25R. MTC REPAIRED IAW SRM 51-10 2A.									
5330 MWEA	215ME 47744	DOUG DC932				ACCESS PLATE 49125309	CORRODED FUSELAGE NOSE		1/19/98 MWEA98038
DURING D-CHECK, THE CAPTAINS WINDSHIELD WIPER MOTOR ACCESS PANEL IS CORRODED AROUND STEEL FASTENERS. REMOVED OLD ACCESS PLATE, ORDERED NEW PART AND DRILLED UP NEW PART, INSTALLED NEW ACCESS PLATE.									
5330 MWEA	215ME 47744	DOUG DC932				SKIN 5911427	GROOVED BS 935		1/19/98 MWEA98045
DURING D-CHECK, FUSELAGE SKIN FOUND TO BE GROOVED AT FS 935 LONGERON 15R WHERE RT PYLON LEADING EDGE ATTACHES. BLENDED AREA, OUT OF LIMITS. FAB REPAIR DOUBLERS IAW SRM 53-04 FIG 3A. INSTALLED REPAIR DOUBLER IAW SRM 51-30.									

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5330 MWEA	215ME 47744	DOUG DC932				SKIN 59114023	CRACKED L1 DOORWAY		1/19/98 MWEA98044
DURING D-CHECK, FUSELAGE SKIN IS CRACKED AND GOUGED AT CUTOUT FOR L1 DOOR HOLD OPEN LOCK. STOP DRILLED CRACK IN CUTOUT, FABRICATED REPAIR DOUBLERS IAW SRM 53-04 FIG 24, INSTALLED REPAIR DOUBLERS IAW SRM 51-30.									
5330 MWEA	207ME 47794	DOUG DC932				SKIN	CORROSION BS 1130		3/18/98 MWEA98354
FOUND MODERATE CORROSION ON LT SIDE AFT ACCESSORY COMPARTMENT FUSE SKIN STA 1130. MTC REMOVED CORROSION, FABRICATED AND INSTALLED REPAIR DOUBLER.									
5330 MWEA	502ME 48132	DOUG DC932				SKIN	DENTED BS 150		1/18/98 MWEA98029
DURING C-CHECK, FOUND FUSELAGE DENTED AT STATION 150 LONGERON 26L. MTC REPAIRED IAW SRM 53-04 FIG 38 SHEET 18 SRM 51-10-3 AND SRM 51-30-2.									
5330 CALA	37882 48027	DOUG DC981				SKIN	DENTED BS 218-256		2/16/98 CALA9800257
INSPECTION FOUND FUSELAGE SKIN DENTED AT FLOOR LEVEL AFT OF L-1 DOOR, STA 218 TO 256, LONGERON 18L. THE SKIN WAS REPAIRED IAW ECRA 5330-01204.									
5330 TWAA	9305N 49395	DOUG DC983				SKIN	DAMAGED FUSELAGE		3/8/97 TWAA9753002
STL - DURING SPECIAL CHECK, FOUND DAMAGE ON LEFT AFT FUSELAGE, AFT OF FLAP. REPAIRED PER ARA 11135A AND SRM 53-04. (M)									
5347 GAIA	563PC 47055	DOUG DC915F				SEAT TRACK	MISREPAIRED BS 694		2/9/98 98ZZM286
DURING C-CHECK INSPECTION, FOUND INADEQUATE REPAIRS ON THE FLOOR SEAT TRACKS AB BS 383. SEAT TRACK WAS REPAIRED IAW KITTY HAWK EA D9-53-051. REFERENCE GAIA9815.									
5347 GAIA	563PC 47055	DOUG DC915F				SEAT TRACK	MISREPAIRED BS 606		2/9/98 98ZZM282
DURING C-CHECK INSPECTION, FOUND INADEQUATE REPAIRS ON THE FLOOR SEAT TRACKS AB BS 383. SEAT TRACK WAS REPAIRED IAW KITTY HAWK EA D9-53-051. REF GAIA9815.									
5347 GAIA	563PC 47055	DOUG DC915F				TRACK 4924374	MISREPAIRED BS 606		2/9/98 98ZZM312
DURING C-CHECK INSPECTION, FOUND INADEQUATE REPAIRS ON THE FLOOR SEAT TRACKS AT BS 519 RBL 22. (M)									
5347 GAIA	563PC 47055	DOUG DC915F				TRACK 4924374	MISREPAIRED BS 519		2/9/98 98ZZM311
DURING C-CHECK INSPECTION, FOUND INADEQUATE REPAIRS ON THE FLOOR SEAT TRACKS AT BS 764 LBL 22. (M)									
5347 GAIA	563PC 47055	DOUG DC915F				TRACK 4924374	MISREPAIRED BS 516		2/9/98 98ZZM302
DURING C-CHECK INSPECTION, FOUND INADEQUATE REPAIRS ON THE FLOOR SEAT TRACKS AT BS 516 LBL 44.5. (M)									
5347 GAIA	563PC 47055	DOUG DC915F				TRACK 4924374	MISREPAIRED BS 764		2/9/98 98ZZM310
DURING C-CHECK INSPECTION, FOUND INADEQUATE REPAIRS ON THE FLOOR SEAT TRACKS AT BS 694 RBL 44.5. (M)									
5347 GAIA	563PC 47055	DOUG DC915F				TRACK 4924374	MISREPAIRED BS 675		2/9/98 98ZZM313
DURING C-CHECK INSPECTION, FOUND INADEQUATE REPAIRS ON THE FLOOR SEAT TRACKS AT BS 606 RBL 22. (M)									

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5347 GAIA	563PC 47055	DOUG DC915F				TRACK 4924374	MISREPAIRED BS 585		2/9/98 98ZZZM308
DURING C-CHECK INSPECTION, FOUND INADEQUATE REPAIRS ON THE FLOOR SEAT TRACKS AT BS 585 LBL 22. (M)									
5347 GAIA	563PC 47055	DOUG DC915F				SEAT TRACK	MISREPAIRED BS 604		2/9/98 98ZZZM285
DURING C-CHECK INSPECTION, FOUND INADEQUATE REPAIRS ON THE FLOOR SEAT TRACKS AB BS 383. SEAT TRACK WAS REPAIRED IAW KITTY HAWK EA D9-53-051. REFERENCE GAIA9815.									
5347 GAIA	563PC 47055	DOUG DC915F				TRACK 4924374	MISREPAIRED BS 568		2/9/98 98ZZZM307
DURING C-CHECK INSPECTION, FOUND INADEQUATE REPAIRS ON THE FLOOR SEAT TRACKS AT BS 568 LBL 22. (M)									
5347 GAIA	563PC 47055	DOUG DC915F				TRACK 4924374	MISREPAIRED BS 517		2/9/98 98ZZZM306
DURING C-CHECK INSPECTION, FOUND INADEQUATE REPAIRS ON THE FLOOR SEAT TRACKS AT BS 517 LBL 22. (M)									
5347 GAIA	563PC 47055	DOUG DC915F				TRACK 4924374	MISREPAIRED BS 695		2/9/98 98ZZZM305
DURING C-CHECK INSPECTION, FOUND INADEQUATE REPAIRS ON THE FLOOR SEAT TRACKS AT BS 695 LBL 44.5. (M)									
5347 GAIA	563PC 47055	DOUG DC915F				TRACK 4924374	MISREPAIRED BS 634		2/9/98 98ZZZM304
DURING C-CHECK INSPECTION, FOUND INADEQUATE REPAIRS ON THE FLOOR SEAT TRACKS AT BS 634 LBL 44.5. (M)									
5347 GAIA	563PC 47055	DOUG DC915F				TRACK 4924374	MISREPAIRED BS 602		2/9/98 98ZZZM303
DURING C-CHECK INSPECTION, FOUND INADEQUATE REPAIRS ON THE FLOOR SEAT TRACKS AT BS 602 LBL 44.5. (M)									
5347 GAIA	563PC 47055	DOUG DC915F				TRACK 4924374	MISREPAIRED BS 680		2/9/98 98ZZZM309
DURING C-CHECK INSPECTION, FOUND INADEQUATE REPAIRS ON THE FLOOR SEAT TRACKS AT BS 680 LBL 22. (M)									
5347 GAIA	563PC 47055	DOUG DC915F				TRACK 4924374	MISREPAIRED BS 604		2/9/98 98ZZZM315
DURING C-CHECK INSPECTION, FOUND INADEQUATE REPAIRS ON THE FLOOR SEAT TRACKS AT BS 784 RBL 22. (M)									
5347 GAIA	563PC 47055	DOUG DC915F				SEAT TRACK	MISREPAIRED BS 784		2/9/98 98ZZZM284
DURING C-CHECK INSPECTION, FOUND INADEQUATE REPAIRS ON THE FLOOR SEAT TRACKS AB BS 383. SEAT TRACK WAS REPAIRED IAW KITTY HAWK EA D9-53-051. REF GAIA9815.									
5347 GAIA	563PC 47055	DOUG DC915F				SEAT TRACK	MISREPAIRED BS 675		2/9/98 98ZZZM283
DURING C-CHECK INSPECTION, FOUND INADEQUATE REPAIRS ON THE FLOOR SEAT TRACKS AB BS 383. SEAT TRACK WAS REPAIRED IAW KITTY HAWK EA D9-53-051. REF GAIA9815.									
5347 GAIA	563PC 47055	DOUG DC915F				SEAT TRACK	MISREPAIRED BS 680		2/9/98 98ZZZM279
DURING C-CHECK INSPECTION, FOUND INADEQUATE REPAIRS ON THE FLOOR SEAT TRACKS AB BS 383. SEAT TRACK WAS REPAIRED IAW KITTY HAWK EA D9-53-051. REF GAIA9815.									

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5347 GAIA	563PC 47055	DOUG DC915F				SEAT TRACK	MISREPAIRED BS 519	2/9/98	98ZZZM281
DURING C-CHECK INSPECTION, FOUND INADEQUATE REPAIRS ON THE FLOOR SEAT TRACKS AB BS 383. SEAT TRACK WAS REPAIRED IAW KITTY HAWK EA D9-53-051. REF GAIA9815.									
5347 GAIA	563PC 47055	DOUG DC915F				TRACK 4924374	MISREPAIRED BS 694	2/9/98	98ZZZM316
DURING C-CHECK INSPECTION, FOUND INADEQUATE REPAIRS ON THE FLOOR SEAT TRACKS AT BS 604 RBL 44.5. (M)									
5347 GAIA	563PC 47055	DOUG DC915F				SEAT TRACK	MISREPAIRED BS 585	2/9/98	98ZZZM278
DURING C-CHECK INSPECTION, FOUND INADEQUATE REPAIRS ON THE FLOOR SEAT TRACKS AB BS 383. SEAT TRACK WAS REPAIRED IAW KITTY HAWK EA D9-53-051. REF GAIA9815.									
5347 GAIA	563PC 47055	DOUG DC915F				TRACK 4924374	MISREPAIRED BS 784	2/9/98	98ZZZM314
DURING C-CHECK INSPECTION, FOUND INADEQUATE REPAIRS ON THE FLOOR SEAT TRACKS AT BS 675 RBL 22. (M)									
5347 GAIA	563PC 47055	DOUG DC915F				TRACK 4924374	MISREPAIRED BS 428	2/9/98	98ZZZM301
DURING C-CHECK INSPECTION, FOUND INADEQUATE REPAIRS ON THE FLOOR SEAT TRACKS AT BS 428 LBL 44.5. (M)									
5347 GAIA	563PC 47055	DOUG DC915F				SEAT TRACK	MISREPAIRED BS 764	2/9/98	98ZZZM280
DURING C-CHECK INSPECTION, FOUND INADEQUATE REPAIRS ON THE FLOOR SEAT TRACKS AB BS 383. SEAT TRACK WAS REPAIRED IAW KITTY HAWK EA D9-53-051. REF GAIA9815.									
5347 MWEA	502ME 48132	DOUG DC932				SEAT TRACK	CORRODED BS 200-256	1/18/98	MWEA98026
DURING C-CHECK, FOUND NR 4 CABIN SEAT TRACK CORRODED TO EXCESS AT FWD FS 200 TO 256. MTC REPAIRED IAW SRM 53-05 FIG 4F.									
5347 TWAA	924TW 49100	DOUG DC982				SEAT TRACK	CORRODED BS 237-256	3/18/98	TWAA9804501
MCI - DURING OP 16 MAINTENANCE CHECK, FOUND NR 1 CHAIR TRACK CORRODED BEYOND LIMITS FS 237 TO FS 256. REPLACED CHAIR TRACK SECTION PER SRM 51-01. (X)									
5347 TWAA	924TW 49100	DOUG DC982				SEAT TRACK	CORRODED BS 1140	3/16/98	TWAA9804205
MCI - DURING OP 16 MAINTENANCE CHECK, INNER GRANULAR CORROSION WAS FOUND ON NR 1 CHAIR TRACK ON OTBD RADIUS STA 1140. REPLACED CHAIR TRACK SECTION FS 1126 - FS 1145 OF NR 1 TRACK PER SRM 53-05 FIG 4. (X)									
5347 TWAA	924TW 49100	DOUG DC982				SEAT TRACK	CORRODED BS 1267-1278	3/17/98	TWAA9804204
MCI - DURING OP 16 MAINTENANCE CHECK, INNER GRANULAR CORROSION WAS FOUND AT INBD SIDE OF NR 2 CHAIR TRACK, FS 1267 - FS 1278. REPLACED NR 2 CHAIR TRACK FS 1220 - FS 1309 PER SRM 53-08. (X)									
5347 AALA	412AA 49323	DOUG DC982				SEAT TRACK	CORRODED BS 386	6/1/97	AALA971126
TUL - SEAT TRACK NR 4, STA 386 - STA 387, HAS CORROSION AT THE CENTER. CUT OUT DAMAGED AREA AND INSTALLED PLUG, PN 7452952-3, PER SRM CHAPTER 53. TST: 33,449.15 HOURS. CYCLES: 18,839. (X)									

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5347 AALA	70425 49337	DOUG DC982				SEAT TRACK	CORRODED BS 1304		3/23/98 AALA980583
TUL - FOUND CORROSION IN NR 2 SEAT TRACK AT STATION 1304. CORROSION REMOVAL WENT BEYOND LIMITS. REPLACED SEAT TRACK NR 2 FROM STATION 1260 TO 1309 AND SPLICE PER SRM 53-05 FIG 4F. (M)									
5347 AALA	565AA 49347	DOUG DC983				SEAT TRACK	CORRODED BS 1309		6/24/97 AALA971134
TUL - CORROSION IN NR 2 SEAT TRACK AT STA 1309. REMOVED SEAT TRACK SECTION FROM STA 1262 TO STA 1309. SPLICED IN NEW SECTION PER SRM 53-05. TST: 33,318.18 HOURS. CYCLES: 15,937. (X)									
5350 NWAA	926RC 47473	DOUG DC932				LATCH SPRINGS	MISINSTALLED TAIL CONE		3/31/98 9805329924
DURING TAIL CONE FUNCTIONAL CHECK, FOUND THAT EXCESSIVE FORCE WAS REQUIRED TO DEPLOY TAIL CONE. ALSO, FOUND THAT TAIL CONE RELEASE HANDLE CABLE WAS NOT INSTALLED IN SWITCH PLUNGER. MAINTENANCE FOUND THE LATCH SPRINGS IMPROPERLY INSTALLED. REPLACED LATCH SPRINGS AND PROPERLY INSTALLED RELEASE HANDLE CABLE, FUNCTIONAL CHECK OK.									
5350 CALA	16804 49246	DOUG DC982				CABLES	OUT OF ADJUST TAIL CONE		3/30/98 CALA9800601
TAIL CONE PULL FROM INTERIOR RELEASE HANDLE WAS LOW AT SIX POUNDS. AN ADJUSTMENT/TEST WAS PERFORMED IAW WORK CARD 08-5350-1-0008 AND PULL TEST WAS WITHIN SPECIFICATIONS AT 20 POUNDS.									
5400 MWEA	212ME 47701	DOUG DC932				BRACKET 49198642	CRACKED RT PYLON		2/16/98 MWEA98166
CORNER BRACKET JUST FORWARD OF THE NR 2 PYLON AFT UPPER SPAR STRAP WAS FOUND CRACKED. INSTALLED REPLACEMENT PART IAW SRM 51-30.									
5400 MWEA	209ME 47730	DOUG DC932				DOUBLER	CRACKED RT PYLON		7/23/97 MWEA97668
DURING C-CHK, FOUND CRACK IN STIFF MEMBER BELOW UP RT PYLON SKIN. MTC REPAIRED IAW SRM 51-30-2.									
5400 MWEA	502ME 48132	DOUG DC932				ANGLE	CRACKED BS 1019		1/18/98 MWEA98028
DURING C-CHECK, FOUND 2 SMALL CRACKS THROUGH 2 RIVET HOLES ON RIGHT UPPER PYLON TO FUSELAGE ATTACH ANGLE AT FS 1019. MTC REPAIRED IAW 54-04 FIG 10.									
5512 MWEA	800ME 45842	DOUG DC914				SKIN	CRACKED RT HORIZ STAB		8/19/97 MWEA97730
DURING CPCP, FOUND CRACK RT HORIZ STAB TRAIL EDGE STA XHS122. MTC REPAIRED IAW SRM 55-01 FIG 2 SHT 3.									
5512 HALA	709HA 47764	DOUG DC951				SKIN	CORRODED HORIZ STAB		3/1/97 HALA9780
COMPLY WITH HAI DPM P151859, RIGHT HORIZONTAL STABILIZER L/E HAS 2 CORROSION BLENDS. CUT OUT CORROSION IAW SRM 55-03 FIG 3. FABRICATED DOUBLER AND FILLER, LOCATED DRILLED, COUNTER SUNK PER DC9-SRM 55-03 FIG AND DC-9 SRM 51-30-2. TREATED AND PRIMED DOUBLER AND FILLER IAW DC-9 SRM 51-10-3. (M)									
5523 HALA	709HA 47764	DOUG DC951				TAB 5910414503	DELAMINATED ELEVATOR		2/12/97 HALA9785
LEFT OUTBOARD ELEVATOR TRIM GEARED TAB TE DELAMINATED IN TWO PLACES AT TOP AND BOTTOM XHSL 140.0 TO XHSL 190.0. ORDERED AND RECEIVED SERVICEABLE GEARED TAB. INSTALLED PER MM 27-30-03. (M)									
5530 HALA	709HA 47764	DOUG DC951				ANGLE	CRACKED VERT STAB		3/6/97 HALA97103
LEVE 2 CORROSION, CRACKS, CHAFED DAMAGE AND WEAR ON FORE AND AFT ATTACH ANGLE 'S' FORWARD CURVED PANEL AT VERTICAL STAB TO FUSELAGE STATION 1258 A/C CENTERLINE ABOVE STRINGER 1. REMOVED AND REPLACED DAMAGED ATTACH ANGLES WITH REPAIR PARTS FABRICATED, PER 55-02 FIG 1 AND SRM 51-10-3 COMPLETE. (M)									

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5530 HALA	709HA 47764	DOUG DC951				ANGLES	CORRODED VERT STAB		3/6/97 HALA97102
FS 1257 VERT STABILIZER INTERNAL, LEVEL 2 CORROSION, ON ANGLE FROM LEFT TO RIGHT SIDE OF STABILIZER ACCESS THROUGH SKIN OPENINGS FOR LEFT AND RIGHT VERTICAL STABILIZER FRONT SPAR OPENINGS. REMOVED AND REPLACED ANGLES PER SRM 55-02 FIG 1 AND 51-10-03. (M)									
5530 CALA	14890 49114	DOUG DC982				ANGLE	CRACKED VERT STAB		3/14/98 CALA9800445
INSPECTION FOUND A .375 INCH CRACK IN VERTICAL STABILIZER FORWARD RIGHT SPAR SUPPORT ANGLE AT APPROXIMATELY 37.5 INCHES AFT OF STA 1089.5 IN TAIL COMPARTMENT ABOVE CATWALK. THE ANGLE WAS REPAIRED IAW SRM 55-02, FIGURE 26.									
5530 CALA	83872 49120	DOUG DC982				ANGLE	CRACKED VERT STAB		3/15/98 CALA9800446
INSPECTION FOUND A .5 INCH CRACK IN VERTICAL STABILIZER FORWARD LEFT SPAR SUPPORT ANGLE AT APPROXIMATELY 37.5 INCHES AFT OF STA 1089.5 IN TAIL COMPARTMENT ABOVE CATWALK. REPAIRED ANGLE IAW SRM 55-02, FIGURE 26.									
5532 MWEA	216ME 47740	DOUG DC932				SKIN	GOUGED VERTICAL STAB		8/19/97 MWEA97738
DURING D-CK, FOUND GOUGES AFT UP SKIN LT/RT OF VERT STAB CANOE FAIR. MTC REPAIRED IAW SRM 51-10-2A.									
5542 MWEA	502ME 48132	DOUG DC932				SKIN	DENTED RUDDER		1/18/98 MWEA98030
DURING C-CHECK, FOUND TWO DENTS ON RUDDER LEFT SIDE CENTER AFT. MTC REPAIRED IAW SRM 55-03 FIG 11 AND 55-40-1.									
5610 ABXA	908AX 47008	DOUG DC931				WINDOW LOCK 4653608	OUT OF ADJUST COCKPIT		8/18/97 ABXA9701409
FIRST OFFICER'S CLEARVIEW WINDOW WOULD NOT OPEN. CAPTAIN'S CLEARVIEW WINDOW WOULD NOT OPEN FULLY. ADJUSTED UPPER LOCK ON THE FIRST OFFICER'S CLEARVIEW WINDOW. RESECURED TRIM ON CAPTAIN'S CLEARVIEW WINDOW.									
5610 ABXA	932AX 47465	DOUG DC933F				WINDOW 5613217507	STUCK LT COCKPIT		4/27/98 ABXA9800407
CAPTAIN'S CLEARVIEW WINDOW WOULD NOT OPEN. ADJUSTED FORWARD WINDOW AFT ADJUSTMENT ON CAPTAIN'S CLEARVIEW WINDOW.									
5711 VJ6A	909VJ 47322	DOUG DC932				SPAR CHORD 5911305504	CORRODED WS 80		3/12/98 VJ9800045
VISUAL INSPECTION OF BLEND AREA AT XRS80 PER AIRTRAN WO 30343, CORROSION WAS NOTED IN THE BLEND AREA AND AROUND 1 FASTENER NEXT TO TO THE BLENDED AREA ON THE RIGHT WING REAR SPAR LOWER CHORD. REMOVED CORROSION IAW DC9 SRM 51-10-3, BLENDED AREA TO MINIMUM OF 1 INCH RADIUS PER EO 98-813, SHOTPEENED AND REWORKED AREA, APPLIED CORROSION PROTECTION IAW DC9 SRM 51-10-3, EO 98-813 AND REINSTALLED FASTENERS IAW DC9 SRM 51-30-5.									
5711 MWEA	216ME 47740	DOUG DC932				SPAR 59113581	CORROSION LT WING		7/23/97 MWEA97677
DURING D-CHK, FOUND CORROSION LT WING AFT SPAR UP TANG. MTC REPAIRED IAW DAC DRWG 5911358 AND TELEX SVC-MSP-0300/GLP 10 MAR 97.									
5712 GAIA	563PC 47055	DOUG DC915F				BLKHD T-CAP 99193691	CORRODED WS 58.5	50014	2/9/98 GAIA9812
DURING INSPECTION OF CORROSION TASK 13-57301 WHILE AIRCRAFT WAS IN C-CHECK LEVEL 2 CORROSION WAS FOUND ON THE SURFACE OF THE WING BULKHEAD LOWER T-CAP AT STATION 58.5 OF THE LEFT WING BETWEEN STRINGER 11 THROUGH 17. THE T-CAP WAS REPAIRED IAW WITH DC-9 SB 57-98 SB 57-98. THE AIRCRAFT WAS RETURNED TO SERVICE. (M)									
5712 GAIA	563PC 47055	DOUG DC915F				BLKHD T-CAP 99193692	CORRODED WS 58.5		2/9/98 GAIA9811
DURING INSPECTION OF CORROSION TASK 14-57301 WHILE AIRCRAFT WAS IN C-CHECK LEVEL 2 CORROSION WAS FOUND ON THE SURFACE OF THE WING BULKHEAD LOWER T-CAP AT STATION 58.5 OF THE RIGHT WING BETWEEN STRINGERS 11 THROUGH 16. THE T-CAP WAS REPAIRED IAW THE DC-9 SB 57-98. THE A/C WAS RETURNED TO SERVICE. (M)									

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5712 MWEA	207ME 47794	DOUG DC932				RIB	CRACKED WS 394		1/18/98 MWEA98070
DURING C-CHECK, FOUND LEFT WING LEADING EDGE RIB AT STA XRS 394 CRACKED ON AFT LOWER LEG APPROX 2.625 IN. MTC INSTALLED ANGLE REPAIR IAW TELEX MISC DG 28/GLP.									
5712 HALA	709HA 47764	DOUG DC951				RIB 99574656	CORRODED WS 350		3/17/97 HALA97101
RIGHT WING TE XRS 350, TRAILING EDGE SUPPORT RIB FOR UPPER TE PANEL HAS LEVEL 11 CORROSION. REMOVED AND REPLACED 9957465-8 TEE AND -6 ANGLE DUE TO CORROSION AND REPLACED SPOILER WEAR PLATE PER SRM 51-10-2, 51-10-3, 51-30-2, 51-30-0. (M)									
5720 ZZDA	967VV 47170	DOUG DC932				DOUBLER 59124371	CORRODED LT WING		4/23/98 VJ9800141
LT WING LOWER MAIN LANDING GEAR DOUBLER HAS SEVERAL BLEND OUTS BEYOND LIMITS. REMOVED LT LWR MLG DOUBLER IAW DC9 SRM 51-30-5. DRILLED, COUNTERSUNK AND DEBURRED NEW DOUBLER IAW DC9 SRM 51-10-4. TREATED HOLES IAW DC9 SRM 51-10-3, INSTALLED AND SEALED DOUBLER IAW DC9 SRM 51-30-5.									
5720 MWEA	207ME 47794	DOUG DC932				INTERCOSTAL	CRACKED RT WING		1/19/98 MWEA98072
DURING C-CHECK, FOUND RT WING TRAILING EDGE WEB AND INTERCOSTAL ASSY CRACKED AFT OF OUTBD SPOILER PANEL REACTION ARM. MTC INSTALLED DOUBLER REPAIR IAW SRM 57-01 FIG 3 SHEET 2.									
5720 ABXA	932AX 47465	DOUG DC933F			DOUG	TRAP PANEL 9955840511	CORRODED LT MLG WW		1/19/98 ABXA9800033
DURING C-CHECK, FOUND LEFT TRAPEZODIAL PANEL UPPER HORIZONTAL FLANGE EXFOLIATED AND CRACKED. REPLACED TRAPEZODIAL PANEL IAW DC9 S/B 53-182 AND DC9 SRM 51-30-1.									
5730 MWEA	216ME 47740	DOUG DC932				SKIN	CORRODED RT WING		7/23/97 MWEA97673
DURING D-CHK, FOUND RT WING LWR SURF BLENDED BEYOND LIMITS AT STRING 11-15 XRS477. MTC REPAIRED IAW DAC TELEX SVC-ORD-0129/KJL/ SRM 57-03 FIG 24.									
5730 MWEA	216ME 47740	DOUG DC932				SKIN	BLENDED WS 471-479		7/23/97 MWEA97675
DURING D-CHK, FOUND RT WING LWR SKIN STRING 11 AND 12 STA XRS 471 TO 479 BLENDED BEYOND LIMITS. MTC REPAIRED IAW DAC TELEX SVC-ORD-0129/KJL.									
5730 MWEA	216ME 47740	DOUG DC932				SKIN	CORROSION RT WING		7/23/97 MWEA97672
DURING D-CHK, FOUND CORROSION RT WING LWR SKIN AROUND ACCESS PANEL 1460A STA 248. MTC REPAIRED IAW DAC TELEX SVC-ORD-0185/KJL 14 JULY 97.									
5743 ABXA	932AX 47465	DOUG DC933F			DOUG	FITTING 9955840505	CORRODED LT MLG WW		1/19/98 ABXA9800032
DURING C-CHECK, FOUND THE LEFT PORK-CHOP FITTING CORRODED. REPLACED FITTING IAW DC9 S/B 53-182 AND DC9 SRM 51-30-1.									
5753 HALA	709HA 47764	DOUG DC951				SKIN	CORROSION TE FLAP		3/19/97 HALA9781
RIGHT FLAP HAS CORROSION UNDER PAINT 10 PLACES MARKED IN RED. INSTALLED NEW RIGHT INBOARD FLAP UPPER SKIN PER SRM 51-30-2, 51-10-2, 51-10-3. (M)									
5753 HALA	709HA 47764	DOUG DC951				CAP ASSY 5913560157	CORROSION TE FLAP		3/7/97 HALA9793
LEFT WING FLAP LE CAP NR 4 CORROSION LEVEL 2 AT EXTERIOR SURFACE TOP. REMOVED AND REPLACED CAP ASSY WITH OVERHAULED UNIT. (M)									

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5754 MWEA	212ME 47701	DOUG DC932				PANEL 5910437	CORRODED LT LE FLAP		2/16/98 MWEA98159
LEFT HAND WING SLAT ACCESS PANEL NR 1136A FOUND PITTING CORROSION ON THE OUTER SURFACE. REPAIRED IAW SRM 57-01 FIG 3.									
7200 ORJA *****	881RA 49941	DOUG DC983	PWA JT8D219			ENGINE	FAILED LEFT		5/6/97 ORJA9765
TAKEOFF ABORTED, A/C RETURNED TO GATE. DURING TAKEOFF ROLL, POWER WAS ADVANCED REACHED TO THRUST NOTED HIGH EGT LEFT ENGINE. ANOTHER AIRCRAFT REPORTED SPARKS COMING OUT REAR OF LEFT ENGINE. REAR FLIGHT ATTENDANT REPORTED HEARING LOUD 'POP' DURING INITIAL TAKEOFF ROLL. REMOVED AND REPLACED NR 1 ENGINE IAW RENO WORKCARD 0099. PERFORMED ENGINE RUNUP AND TRIM PER MM 71-00-00. ALL PARAMETERS WITHIN LIMITS. (M)									
7200 ORJA	875RA 53182	DOUG DC983	PWA JT8D219			ENGINE	FAILED LEFT		6/17/97 ORJA9799
LAS - IMMEDIATELY AFTER FLAPS UP AND SETTING CLIMB POWER LEFT ENGINE FAILURE WITH VIBRATIONS. RAMP INSPECTION AFTER EMERGENCY RETURN SHOWED COWLING HOLE. MAINTENANCE GROUND INSPECTION OF ENGINE FOUND UNCONTAINED FAILURE IN THE T-1 AREA OF ENGINE. ENGINE WAS REMOVED AND SENT TO SHOP FOR TEARDOWN INSPECTION. (M)									
7250 TWAA	9406W 53126	DOUG DC983	PWA JT8D217A			TURBINE	FAILED RT ENGINE		4/2/98 TWAA9805001
BNA - FLT 505 - AT FL270, RT ENGINE PRODUCED TWO LARGE COMPRESSOR STALLS FOLLOWED BY PARTIAL LOSS OF ENGINE POWER. DIVERTED TO BNA. ON APPROACH EGT STARTED TO RISE AND ENGINE WAS SHUT DOWN. FOUND TURBINE FAILURE. REPLACED ENGINE. (M)									
7261 TWAA	982PS 47251	DOUG DC931	PWA JT8D9A			OIL TUBE	FAILED NR 6 BEARING		7/5/97 TWAA9775005
CMH - FLT 677 - DURING CRUISE, LEFT ENGINE, SN 2151, LOST OIL PRESSURE AND OIL QUANTITY. ENGINE WAS SHUT DOWN IN-FLIGHT. CHANGED NR 6 BEARING TUBE. ENGINE RUN AND LEAK CHECK NORMAL. CHECK C - 1-22-97 - STL. ENGINE TOTAL TIME: 46,086 HOURS; 46,086 CYCLES. (X)									
7312 NWAA	949N 47566	DOUG DC932	PWA JT8D9			FUEL HEAT LIGHT	ILLUMINATED LT ENGINE		1/19/98 9801089916
DURING TAKEOFF ROLL AT 80 KNOTS, THE LEFT ENGINE FUEL HEAT LIGHT ILLUMINATED. CREW ABORTED TAKEOFF AND RETURNED TO THE GATE. MAINTENANCE TESTED THE LEFT ENGINE FUEL HEAT SYSTEM, OPERATIONAL CHECK WAS NORMAL. PROBLEM COULD NOT BE DUPLICATED.									
7321 NWAA	778NC 48100	DOUG DC951	PWA JT8D17			FUEL CONTROL	MALFUNCTIONED LT ENGINE	36854 3872	4/25/98 9807219869
DURING TAKEOFF ROLL AT 130 KNOTS, THE LEFT ENGINE EXPERIENCED COMPRESSOR STALLS. CREW COMPLETED TAKEOFF THEN RETURNED TO DTW AND LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE REPLACED THE LEFT ENGINE FUEL CONTROL UNIT. OPERATIONAL CHECK OK. AIRCRAFT RETURNED TO SERVICE.									
7603 CALA	16521 47521	DOUG DC932	PWA JT8D9			CABLE	WORN NR 1 ENGINE		12/23/97 CALA9701797
WHEN REDUCING FROM CLIMB TO CRUISE THRUST, THE LEFT THROTTLE STUCK AT 85 PERCENT N1. A RETURN TO CLE WAS INITIATED AND THE NR 1 ENGINE WAS SHUTDOWN AT 6000 FEET. THE AIRCRAFT LANDED WITHOUT INCIDENT. MAINTENANCE FOUND THE NR 1 ENGINE THROTTLE PUSH-PULL CABLE DRY AND WORN IN SPOTS. THE PUSH-PULL CABLE WAS REMOVED AND REPLACED IAW MM 76-11-1, OPERATIONAL CHECKS WERE GOOD. A POWER ASSURANCE RUN WAS PERFORMED WITH NO DEFECTS NOTED.									
7711 NWAA	771NC 47769	DOUG DC951	PWA JT8D17			EPR TRANSMITTER	FAILED LT ENGINE		1/30/98 9802149862
AS TAKEOFF POWER WAS APPLIED, THE LEFT ENGINE WOULD NOT REACH TARGET EPR INDICATION. CREW ABORTED TAKEOFF AND RETURNED TO THE GATE. MAINTENANCE REPLACED THE LEFT ENGINE EPR TRANSMITTER AND INDICATOR, OPERATIONAL CHECK OK.									
7711 NWAA	784NC 48109	DOUG DC951	PWA JT8D17			PT7 LINE	CRACKED LT ENGINE		1/30/98 9802139875
AS TAKEOFF POWER WAS APPLIED, THE LEFT ENGINE WOULD NOT REACH TARGET EPR INDICATION. CREW ABORTED TAKEOFF AND RETURNED TO THE GATE. MAINTENANCE REPLACED CRACKED PT7 LINE ON THE LEFT ENGINE, OPERATIONAL CHECK OK.									

***** DENOTES SIGNIFICANT OCCURRENCE

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7931 ORJA	821RA 49931	DOUG DC982				SYS DISPLAY PNL 201EDP11	MALFUNCTIONED COCKPIT		1/30/98 ORJA9815
RETURN TO GATE, ENGINE DISPLAY PANEL SHOWED INCORRECT OIL PRESSURE FOR BOTH ENGINES AFTER ENGINE START DISPLAYED OIL PRESSURE OF 36 LEFT AND 27 RIGHT OAP LOW OIL PRESSURE ANNUNCIATION DID NOT ILLUMINATE. REMOVED AND REPLACED SYSTEM DISPLAY PANEL, RAN MOTORS SYSTEMS OPS CHECK GOOD AT THIS TIME. (M)									
8012 NWAA	302RC 48055	DOUG DC982	PWA JT8D217			WIRING	DAMAGED RT ENGINE		3/15/98 9804419302
DURING CLIMB, THE RIGHT ENGINE START VALVE OPEN LIGHT ILLUMINATED. AIRCRAFT DIVERTED TO LAX AND LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE REPAIRED THE RIGHT ENGINE WIRE HARNESS. ENGINE OPERATIONAL CHECK OK.									
2520 DALA	809DE 48480	DOUG MD11	RROYCE RB21122B02			PROJECTOR	SMOKING CABIN		2/5/98 DLM11980313
SMOKE AND ELECTRIC SMELL FROM B/C PROJECTOR DURING TAXI OUT. DISABLED B/C PROJECTOR. INSPECTED AREA, NO TROUBLE FOUND.									
3020	103EV 48415	DOUG MD11				WIRE	SHORTED NAC ANTI ICE	12574	2/25/98 98ZZZX1099
FAILURE OF THIS ENGINE NACELLE ANTI-ICE SYSTEM HAS CAUSED THE ENGINE TO SHUT DOWN IN FLIGHT EN ROUTE. REPAIR STATION (QOCY3497) FOUND ONE WIRE PI-8032 WAS SHORT TO GROUND AND REPAIRED THE FAILED WIRE IAW WDM 3022-02, WDM 2010-02, AND MM 20-30-05.									
3417 FDEA	613FE 48749	DOUG MD11F				CADC	MALFUNCTIONED E/E COMPT		4/17/98 98FDEA00276
SNRM N01247 AT NRT: DURING CLIMB-OUT OF KIX GOT A GPWS TERRAIN WARNING AT 10,000 FT. ESCAPE MANUEVER BEGAN FOLLOWED W/WINDSHEAR ALERT. CREW THEN GOT THE STICK SHAKER AND PITCH LIMIT IND. A/C DIVERTED, DUMPED FUEL AND LANDED IN NRT. REMOVED AND REPLACED THE NR 1 RADIO ALT, AND THE NR 2 CADC SWITCHING UNIT. PERFORMED PITOT-STATIC LEAK CK OPS CK'D OK.									
5320 AALA	1767A 48598	DOUG MD11				ANGLE	CORRODED BS 2007		12/10/97 AALA972416
TUL - T-ANGLE CORRODED UNDER NR 4 GALLEY SUPPORT. REMOVED CORROSION, BLENDED TO THICKNESS .099 INCH, THEN DYE-CHECKED. NO CRACKS INDICATED. ALL ACCOMPLISHED PER ESO 41000. TST: 18,873.38 HOURS. CYCLES: 2,373. (X)									
5320 AALA	1767A 48598	DOUG MD11				SUPPORT	CORRODED BS 2007		12/11/97 AALA972415
TUL - T-ANGLE CORRODED UNDER NR 4 GALLEY SUPPORT. REMOVED CORROSION ON T-ANGLE AT NR 4 GALLEY SUPPORT PER SRM 51-21-01-0, VOL II. DYE-CHECKED. NO CRACKS INDICATED. COMPLETED PER ESO 41000. ST: 18,873.38 HOURS. CYCLES: 2,373. (X)									
5320 AALA	1767A 48598	DOUG MD11				ANGLE	CORRODED BS 2007		12/11/97 AALA972414
TUL - T-ANGLE CORRODED UNDER NR 1 GALLEY SUPPORT. REMOVED CORROSION ON T-ANGLE AT NR 1 SUPPORT PER SRM 51-21-01-0, VOL II. DYE-CHECKED. NO CRACKS INDICATED. COMPLETED PER ESO 41000. ST: 18,873.38 HOURS. CYCLES: 2,373. (X)									
5347 AALA	1763 48553	DOUG MD11				SEAT TRACK	CORRODED BS 879-891		12/23/97 AALA972522
TUL - FOUND CORROSION ON GALLEY SEAT TRACK. REPLACED GALLEY TRACK PER SRM 53-70-00-0 FROM 879-891. TST: 21,090.22 HOURS. CYCLES: 2,708. (X)									
5347 AALA	1763 48553	DOUG MD11				SEAT TRACK	CORRODED BS 873		12/23/97 AALA972521
TUL - FOUND CORROSION ON SEAT TRACK AT BS 873. REPLACED SECTION OF SEAT TRACK FROM STA 840 TO STA 900 PER SRM 53-70-00. TST: 21,090.22 HOURS. CYCLES: 2,708. (X)									

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5347 AALA	1766A 48597	DOUG MD11				TRACK	CORRODED BS 457		3/2/98 AALA98422
TUL - FOUND CORROSION TO TRACK NR 1 AT STATION 457 AT THE LAV TIEDOWN, BEYOND LIMITS. REMOVED AND REPLACED NR 1 TRACK FROM PRODUCTION SPLICE TO L1 DOOR STATION 410, PER SRM AARD 51-10-00-1 PAGE 1. (M)									
7261 WRLA	274WA 48633	DOUG MD11F	PWA PW4460			FILTER 815189	DIRTY NR 1 ENGINE		12/14/97 WRKA86147
DURING INITIAL APPLICATION OF TAKEOFF POWER, FLIGHT CREW RECEIVED NR 1 ENGINE OIL BYPASS ALERT. AIRCRAFT RETURNED TO GATE WITHOUT FURTHER INCIDENT. MAINTENANCE PERSONNEL REMOVED AND REPLACED FILTER ELEMENT. LEAK AND OPERATIONAL CHK'D OK ON ENGINE RUN. AIRCRAFT RETURNED TO SERVICE. (X)									
2130 DALA	937DL 49810	DOUG MD88				PRESSURIZATION	MALFUNCTIONED CABIN		1/19/98 DLM88980158
ACFT WOULD NOT HOLD PRESSURIZATION ON TAKEOFF. CLIMBED TO 8,000 AUTO CONTROLLERS WERE NOT ILLUMINATED. RESEATED ALL DOORS, RAN AUG VALVE CK PER PFHB PRESSURIZED A/C. NO LEAKS FOUND.									
2530 DALA	978DL 53259	DOUG MD88				COFFEEMAKER 4110001137	FAILED GALLEY		10/29/97 DLM88972244
THE FORWARD GALLEY COFFEEMAKER CIRCUIT BREAKER POPPED, THE F/A NOTICED A BURNING SMELL AND HEARD A POPPING NOISE, NOTICED THE C/B THEN POPPED. CONTACTED ATL MCC. REPLACED F/C COFFEEMAKER, RESET C/B, BREWED COFFEE. OPS NORMAL, NO SMELL NOTED.									
2560 MWEA	601ME 49762	DOUG MD88				SLIDE COVER 5956953503	FELL OFF GALLEY DOOR		4/6/98 MWEA98391
THE AFT GALLEY SERVICE DOOR EVACUATION SLIDE COVER DISENGAGED. MTC REINSTALLED AFT GALLEY SLIDE COVER.									
2560 MWEA	601ME 49762	DOUG MD88				SLIDE COVER 5956953503	LOOSE AFT GALLEY		8/17/97 MWEA97733
DURING TRANS CHK, AFT GAL DOOR SLIDE COVER LOOSE. MTC REINSTALLED COVER.									
2560 MWEA	601ME 49762	DOUG MD88				GIRT BAR 11320	DEFECTIVE GALLEY DOOR		12/26/97 MWEA97885
GIRT BAR ON AFT GALLEY DOOR IS EXTREMELY DIFFICULT TO REMOVE FROM FLOOR BRACKET. MTC INSTALLED 2 NEW PIECES OF VELCRO TO HOLD THE FOLD OF BAG OUT FROM UNDER GIRT BAR.									
2780 DALA	931DL 49718	DOUG MD88			59388301	BRACKET	BROKEN LT LE FLAP		11/30/97 DLM88972512
LEFT 0 SLAT EXTEND CABLE PULLEY BRACKET BROKEN JUST OUT BOARD OF THE LT 0 SLAT DRIVE TRACK. THE BRACKET CAUSED DAMAGE TO A 16 WIRE BUNDLE JUST O/B OF THE LT 0 SLAT DRIVE TRACK. THE WIRES WERE SPLICED AND THE SLATS RETRACTED THE A/C WAS FERRERED TO ATL ON FLIGHT 9935 FOR FUTHER REPAIR.									
2910 DALA	968DL 53161	DOUG MD88				HYD LINE	CHAFED RT HYD SYST		1/19/98 DLM88980152
LOST RT HYS SYSTEM IN FLT. FOUND PRESSURE FLEX LINE CHAFED THRU GOING TO HYD PRESSURE FILTER MODULE. REPLACED LINE, LEAK CHECK GOOD.									
3230 DALA	926DL 49713	DOUG MD88				STRUT	REQD SERVICE NLG		2/7/98 DLM88980327
DURING GEAR RETRACTION, NOSE GEAR DID NOT STOW IN WELL PROPERLY. NOSE GEAR UNSAFE LIGHT ON. FOUND NOSE STRUT UNDERSERVICED. SERVICED STRUT PER MM.									
3350 MWEA	601ME 49762	DOUG MD88				BATTERY 60030431	DISCHARGED CABIN		8/13/97 MWEA97728
DURING TRANSIT CHK, FOUND INTERIOR FWD OVERWING EMERG LIGHTS DIM. MTC REMOVED AND REPLACED BATTERIES.									

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5311 DALA	984DL 53311	DOUG MD88				FRAME 5913595501	CRACKED BS 1418		2/9/98 DLM88980338
FS 1418 WAS CRACKED AT L2L ON, WHICH IS ONE OF THE TYP LOCATIONS. REPAIRED PER ERA 331297-14.									
5311 DALA	987DL 53338	DOUG MD88				FRAME 5913595501	CRACKED BS 1418		3/9/98 DLM88980540
FS 1418 CRACKED AT L2L AND L2R AT THE TYP LOCATIONS. REPAIRED PER ERA 331436-14.									
5320 DALA	904DE 53409	DOUG MD88				JAMB	CORRODED CARGO DOORWAY		4/1/98 DLM88980746
THE LOWER JAMB PAN OF THE C1 DOOR SURROUND LOWER SILL WAS FOUND CORRODED AND REQUIRED SPLICING. THE CORRODED SECTION WAS CUTOUT AND A NEW SECTION WAS SPLICED IN PER THE GUIDLINES OF THE MD-88 SRM 53-05, FIG 44 AND ER/A 364414-14.									
5330 DALA	934DL 49721	DOUG MD88				SKIN 595305077	GOUGED BS 235		8/12/97 DLM88971621
THE FUSELAGE SKIN AT STA 235 AND BETWEEN L18L AND L20L WAS GOUGED DUE TO CONTACT WITH A JETWAY. THE DAMAGE CONSISTS OF THREE GOUGES UP TO 0.030 MAX DEPTH. THIS DAMAGE WAS REPAIRED WITH A DOUBLER, PER ERA 362370-14.									
5330 DALA	951DL 49882	DOUG MD88				SKIN 5936004503	CRACKED BS 731		11/26/97 DLM88972509
THE SKIN JUST FWD OF FS 731 AND TO THE RIGHT OF S-30 WAS FOUND LIGHTLY BULGED WITH A .5 INCH CRACK. THE DAMAGE WAS CUTOUT AND A DOUBLER AND TRIPLER WERE INSTALLED PER ER/A 363308-14.									
5350 DALA	918DE 49959	DOUG MD88				RADOME 530698500	COLLAPSED FWD FUSELAGE		1/19/98 DLM88980148
A/C EXPERIENCED LOUD POP AND THEN LOUD RUSH OF AIR NEAR COCKPIT EXTERIOR. PRESSURIZATION OK. RTB ATL WHERE TWR NOTIFIED THE CREW THE RADOME HAD COLLAPSED. REMOVED AND REPLACED RADOME. INSPECTED BOTH ENGS FOR FOD AND AIRFRAME FOR DAMAGE, NONE NOTED. TESTED WX RADAR ALL CKS OK. ALL MTC COMPLETED PER M/M.									
5520 DALA	984DL 53311	DOUG MD88				BRACKET 39226095	CORRODED LT HORIZ STAB		2/9/98 DLM88980342
THE XE204.114 ELEVATOR HINGE SUPPORT BRACKET ATTACHED TO THE LT HORIZ STAB WAS FOUND TO HAVE CORROSION. REPAIRED AND REWORKED PER ERA 331309-14.									
5520 DALA	984DL 53311	DOUG MD88				BRACKET 49180195	CORRODED LT HORIZ STAB		2/9/98 DLM88980343
XE225.834 ELEVATOR HINGE SUPPORT BRACKET ATTACHED TO THE LT HORIZ STAB WAS FOUND TO CONTAIN CORROSION. REPAIRED AND REWORKED PER ERA 331301-14.									
7510 DALA	907DL 49538	DOUG MD88	PWA JT8D219			ANTI-ICE DUCT	BLOWN NR 2 ENGINE		4/21/98 DLM88980860
ON TAKEOFF AT 8000FL, RT ENG FLAME OUT FOLLOWED POM. PLACED FUEL CONTROL TO OFF AND LANDED. REPLACED LEFT FRAME ANTI-ICE DUCT RAN ENGINE CKS OK.									
7930 DALA	993DL 53345	DOUG MD88	PWA JT8D219			PRESS RELIEF VLV	FAILED NR 1 ENGINE	20186	8/18/97 DLM88971616
ON CLIMBOUT, NR 1 OIL PRESS FLASHING AND ABOVE 55 PSI OIL QTY/NORM. PRESS REDUCED TO BELOW 55 PSI WITH PWR BACK BELOW 1.3 EPR. REPLACED OIL PRESS RELIEF VLV, LK CKD/ADJ, CLEANED RESTRICTOR BELOW PRESS SW. CHECKS NORM, OK FOR SERVICE.									
3620 ORJA	902RA 53490	DOUG MD9030				OVERTEMP SWITCH 6712152180	FAILED LT/RT		10/18/97 ORJA97179
LT TAIL TEMP COMPARTMENT HIGH LIGH ON JUST PRIOR TO TAKEOFF. REMOVED AND REPLACED LEFT AND RIGHT OVERTEMP SWITCHES. RAN APU PNEUMATIC LEAK CHECK BOTH LEFT AND RIGHT SYSTEMS. NO DEFECTS NOTED. AIRCRAFT RETURNED TO SERVICE. (M)									

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5330 DALA	915DN 53395	DOUG MD9030				SKIN	LIGHTNING STRIKE BS 812/793/775	3/29/98	DLM90980744
LIGHTNING STRIKE DAMAGE WAS FOUND ON THE WINDOW BELT SKIN PANEL SURROUNDING WINDOWS 29, 30 AND 31. THE DAMAGE WAS BLENDED OUT. THE DAMAGE AT WINDOW 30 WAS FOUND TO BE ACCEPTABLE AND THE DAMAGE AT WINDOW 29 AND 31 WAS REPAIRED PER DAC REWORK DWG SRO9530053. THE REPAIR WAS DOCUMENTED PER ER/A 364363-14 AND APPROVED PER FAA 8110-3.									
5342 DALA	907DA 53387	DOUG MD9030				ANGLE 591214185	CRACKED BS 937	4/18/98	DLM90980869
FUSELAGE/ATTACH FITTING, VERTICAL STABILIZER TO FUSELAGE ATTACH ANGLE: REPAIR FOR CRACK. THE VERTICAL STABILIZER TO FUSELAGE ATTACH ANGLE ON THE LT SIDE OF THE AIRCRAFT WAS FOUND WITH A .90 CRACK AT FS 937. THE CRACKED FLANGE WAS TRIMMED OUT AND A .080 THICK A-286 STEEL REPAIR ANGLE WAS INSTALLED PER ER/A 364553-14.									
2121 COMA	266CA 120258	EMB EMB120RT				FAN EVAC523C2	OVERHEATED CABIN	15259	3/14/98 COMA9810065
STRONG ELECTRICAL SMELL IN COCKPIT. RIGHT HAND RECIRCULATION FAN CIRCUIT BREAKER TRIPPED. REPLACED THE RIGHT HAND RECIRCULATION FAN.									
2121 WTAA	284YV 120284	EMB EMB120RT				FAN EVAC2322C2	FAILED CABIN	2/9/98	WTAA980031
FAT - ELECTRICAL ODOR REPORTED FROM RIGHT PACK. MAINTENANCE DEFERRED RIGHT PACK PER MEL 21-51-2. AIRCRAFT RETURNED TO SERVICE. MAINTENANCE SUBSEQUENTLY CLEARED DEFERRAL BY REPLACING RIGHT GROUND COOLING FAN. OPERATIONAL CHECK SATISFACTORY. (M)									
2752 COMA	137H 120137	EMB EMB120RT				ACTUATOR 3203001005	MALFUNCTION LT TE FLAP	4462	1/30/98 COMA9810035
FLAP CONTROL FAULT WARNING. REPLACED THE LEFT HAND INBOARD FLAP ACTUATOR.									
3010 COMA	249CA 120230	EMB EMB120RT				CONTROL VALVE 3D237606	MALFUNCTION WING DE-ICE	19095 876	4/21/98 COMA9810109
LEFT AND RIGHT OUTBOARD WING DE-ICE CAUTION WARNINGS AFTER TAKEOFF. REPLACED THE DE-ICE EJECTOR CONTROL VALVE.									
3010 COMA	268CA 120262	EMB EMB120RT				WIRE	BROKEN WING DE-ICE		3/13/98 COMA9810066
STABILIZER AND WING DE-ICE BOOTS INDICATE INOPERABLE DURING FLIGHT. REPAIRED BROKEN WIRE AT DE-ICE SYSTEM EJECTOR VALVES.									
3150 COMA	205CA 120205	EMB EMB120RT				T/O WARNING 80055711	MALFUNCTION E/E COMPT	13801	4/22/98 COMA9810108
'TRIM' AURAL WARNING DURING TAKEOFF. REPLACED THE AUDIO WARNING UNIT.									
3233 C2XA	22727 120177	EMB EMB120RT				ACTUATOR 2060500005	INOPERATIVE NLG	2/25/98	C2XA981A034
IAH - DURING FLT 3794 - FROM LRD, THE PILOT REPORTED THE NOSE LANDING GEAR WOULD NOT RETRACT. THE AIRCRAFT RETURNED TO LRD WITHOUT INCIDENT, AND WAS FERRIED TO IAH WHERE MAINTENANCE REMOVED AND REPLACED THE NOSE LANDING GEAR RETRACT ACTUATOR, AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
3246 COMA	241CA 1211	EMB EMB120RT			314461	WHEEL 3006041	CRACKED LT MLG	4/20/98 64	COMA9810107
MAIN WHEEL ASSEMBLY WAS REMOVED FROM AIRCRAFT BY MECHANIC DUE TO LOW PRESSURE. TIRE SHOP FOUND INBOARD (P/N 300-604-1) WAS MISSING A SECTION OF WHEEL FLANGE APPROXIMATELY 12 INCHES LONG. WHEEL ASSEMBLY (P/N 3-1446-1) WHEEL ASSEMBLY HAS GONE THROUGH 45 TIRE CHANGES SINCE NEW. WHEEL ASSEMBLY HAS BEEN REMOVED FROM SERVICE.									

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3260 WTAA	221YV 120221	EMB EMB120RT				CONNECTOR MS3470L106S	FAILED RT MLG		2/18/98 WTAA980034
SFO - LANDING GEAR FAILED TO RETRACT AFTER TAKEOFF. AIRCRAFT RETURNED TO STATION WITHOUT INCIDENT. AIRCRAFT FERRIED TO FAT FOR REPAIRS. MAINTENANCE REPLACED CANNON PLUG J0318 AT RIGHT LANDING GEAR FOR SQUAT SWITCH. PERFORMED GEAR SWING. OPERATIONAL CHECK SATISFACTORY. AIRCRAFT RETURNED TO SERVICE. (M)									
3260 COMA	269CA 120263	EMB EMB120RT				RELAY BOX 12043270501	FAILED LANDING GEAR	16537 112	3/12/98 COMA9810067
TAKEOFF AURAL WARNING SOUNDED AFTER TAKEOFF. REPLACED THE LANDING GEAR RELAY BOX.									
3340 WTAA	284UE 120145	EMB EMB120RT				TAXI LIGHT	CRACKED NLG		2/19/98 WTAA980035
SMF - BIRD STRIKE AT NOSE GEAR AREA ON TAKEOFF. NO ADVERSE INDICATIONS EN ROUTE TO SFO. MAINTENANCE INSPECTED AREA FOR DAMAGE. REPLACED CRACKED LEFT TAXI LIGHT. NO OTHER DAMAGE NOTED. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 MASA	283UE 120139	EMB EMB120RT				BULBS OL3071BPE	FAILED CABIN		8/15/97 MASA97120
FLT 5496 - GNV-MIA - AFTER LANDING IN MIA, THE CREW FOUND THAT THE FORWARD EMERGENCY EXIT LIGHT ON THE LEFT SIDE WOULD NOT ILLUMINATE. MAINTENANCE DEFERRED THE LIGHT PER MEL 33-50-1. THE AIRCRAFT WAS RETURNED TO SERVICE. IN SUBSEQUENT MAINTENANCE THE BULBS WERE REMOVED AND REPLACED. (M)									
3350 COMA	156CA 120156	EMB EMB120RT				BATTERY D36604001	DISCHAGED CABIN	14879 1000	1/30/98 COMA9810034
EMERGENCY FLOOR LIGHTING IS INOP. REPLACED EMERGENCY BATTERIES.									
3350 MASA	340JS 120172	EMB EMB120RT				WIRE	SHORTED CABIN		2/25/98 MASA98039
FLT 5508 - MIA-TLH - ON START UP IN MIA, CREW NOTICED THE EMERGENCY TRACK LIGHTS IN THE MIDDLE FLOOR SECTION WOULD NOT ILLUMINATE. MAINTENANCE ACTION WAS DEFERRED PER MEL 33-51-1. IN SUBSEQUENT MAINTENANCE, A SHORTED WIRE WAS REPAIRED. (M)									
3350 MASA	287UE 120183	EMB EMB120RT				LENS ASSY 1149053	MISSING CABIN		2/8/98 MASA98022
FLT 5595 - JAX-FLL - CREW REPORTED THE COVER MISSING ON THE EMERGENCY EXIT SIGN OVER THE JUMP SEAT. MAINTENANCE REPLACED LENS ASSEMBLY. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
3350 ASOA	504AS 120278	EMB EMB120RT				BATTERY D36604001	DISCHARGED CABIN		1/6/98 ASOA98003
ATL - UPON INSPECTION FOUND 4 EMERGENCY FLOOR LIGHTS INOP. REMOVED AND REPLACED THE FORWARD EMERGENCY LIGHT BATTERY PACK. OPERATIONAL CHECKS WERE GOOD AND THE AIRCRAFT WAS RELEASED FOR FURTHER SERVICE. (M)									
3418 WTAA	301YV 120301	EMB EMB120ER				COMPUTER C818061	MALFUNCTIONED E/E COMPT		3/28/98 WTAA980055
RDD - STALL WARNING ON LEFT SIDE ILLUMINATED ON MAP ON TAKEOFF ROLL. TAKEOFF ABORTED. MAINTENANCE DEFERRED LEFT STALL WARNING PER MEL 27-36-2. AIRCRAFT RETURNED TO SERVICE. MAINTENANCE SUBSEQUENTLY CLEARED DEFERRAL BY RERACKING STALL WARNING COMPUTER. OPERATIONAL CHECK SATISFACTORY. (M)									
4940 WTAA	284UE 120145	EMB EMB120RT				STARTER GEN 23080013B	FAILED APU		12/3/97 WTAA970220
FAT - SMOKE REPORTED IN CABIN AFTER APU SHUTDOWN. MAINTENANCE DEFERRED APU PER MEL 49-00-1. AIRCRAFT RETURNED TO SERVICE. MAINTENANCE SUBSEQUENTLY CLEARED DEFERRAL BY REPLACING APU STARTER GENERATOR. OPERATIONAL CHECK SATISFACTORY. (X)									

***** DENOTES SIGNIFICANT OCCURRENCE

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4950 COMA	189CA 120189	EMB EMB120RT				APU GTCP36150 AA	SMOKING EMPENNAGE	6968	4/24/98 COMA9810110
FLIGHT DECK FILLED WITH SMOKE DURING PRE-FLIGHT INSPECTIONS, APU WAS OPERATING, NO PASSENGERS ON BOARD. DEFERRED APU PER MEL 49-00-1.									
5210 SWIA	292SW 120319	EMB EMB120ER	PWA PW118A			BOLT	LOOSE PAX DOOR		3/9/98 SWIA971148
CORROSION AND LOOSENESS IN LOWER ATTACH BOLT LOWER HALF FWD HANDRAIL SUPPORT ARM, CABIN DOOR. REPLACED HARDWARE IAW MM 52-10-00.									
5210 SWIA	292SW 120319	EMB EMB120ER	PWA PW118A			BOLT	LOOSE PAX DOOR		3/9/98 SWIA971147
CORROSION AND LOOSENESS IN ATTACH BOLT, LOWER END OF LOWER AFT HANDRAIL SUPPORT ARM. REPLACED HARDWARE, IAW MM 52-10-00.									
5230 COMA	200CD 120200	EMB EMB120RT				CABLE 12032772041	CORRODED CARGO DOOR	18374	3/10/98 COMA9810068
DURING 2C INSPECTION TASK 813-01A, FOUND CARGO DOOR FORWARD INNER CABLE TO BE CORRODED. REMOVED CORRODED CABLE AND INSTALLED SERV CABLE IAW EMB120 MM.									
5230 COMA	248CA 120228	EMB EMB120RT				SEAL 12023348005	TORN CARGO DOOR		1/16/98 COMA9810025
AIRCRAFT WOULD NOT PRESURIZE AFTER TAKEOFF. REPLACED CARGO DOOR SEAL.									
5311 C2XA	40717 120133	EMB EMB120RT				FRAME 12005020003	CORRODED FUSELAGE		3/29/98 C2XA98IA089
IAH - DURING C-CHECK INSPECTION, FRAME 43 WAS FOUND TO BE CORRODED. THE AFFECTED FRAME SECTION WAS REMOVED AND THE FRAME REPAIRED UTILIZING A SPLICE IAW THE EMB SRM 53-00-04. THE AIRCRAFT WAS THEN APPROVED FOR RETURN TO SERVICE. (M)									
5313 C2XA	40717 120133	EMB EMB120RT				STRINGER 12017417006	CORRODED FUSELAGE		3/29/98 C2XA98IA094
IAH - DURING C-CHECK INSPECTION, STRINGER 21L WAS FOUND TO BE CORRODED. MAINTENANCE REMOVED THE AFFECTED PORTION OF STRINGER AND PERFORMED A SPLICE REPAIR IAW EMB SRM 51-10-02 AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5313 C2XA	16719 120138	EMB EMB120RT				STRINGER 12017417006	CORRODED FUSELAGE		2/26/98 C2XA98IA052
IAH - DURING C-CHECK INSPECTION, STRINGER 21 LEFT WAS FOUND TO BE CORRODED BETWEEN FRAMES 41 AND 42. MAINTENANCE REMOVED AND REPLACED THE AFFECTED SECTION OF STRINGER IAW EMB120 SRM 53-00-03, AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5315 C2XA	40717 120133	EMB EMB120RT				FLOORBEAM 12006451001	CORRODED FUSELAGE		3/29/98 C2XA98IA092
IAH - DURING C-CHECK INSPECTION, THE FLOORBEAM AT FRAME 39 WAS FOUND TO BE CORRODED. MAINTENANCE REPAIRED THE FLOORBEAM USING A DOUBLER REPAIR IAW CONTINENTAL EXPRESS ENGINEERING CHANGE/REPAIR AUTHORIZATION EC5310-01032. THE AIRCRAFT WAS THEN APPROVED FOR RETURN TO SERVICE. (M)									
5315 C2XA	40717 120133	EMB EMB120RT				FLOORBEAM 12004170004	CORRODED FUSELAGE		3/29/98 C2XA98IA090
IAH - DURING C-CHECK INSPECTION, FRAME 38 FLOORBEAM WAS FOUND CORRODED. MAINTENANCE REMOVED AND REPLACED THE AFFECTED FLOORBEAM IAW THE EMB SRM 53-61-40, AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5320 SWIA	292SW 120319	EMB EMB120ER	PWA PW118A			STRAP	CORRODED LAVATORY		3/9/98 SWIA971146
CENTER CABIN FLOOR BUTT STRAP FRAME 38 AFT (NEAR LAVATORY) HAS CORROSION. REMOVED AND REPLACED CENTER CABIN FLOOR BUTT STRAP AT FRAME 38, IAW SRM 51-40-02.									

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5320 ASOA	217AS 120011	EMB EMB120RT				WINDOW POST 12003039001	CRACKED LT COCKPIT		3/19/98 ASOA98024
DURING C-CHECK INSPECTION, FOUND CRACKS IN THE LEFT LATERAL DV WINDOW POST. REQUIRES INSPECTION WITHIN 75 FLIGHT HOURS AND REPLACEMENT WITHIN 150 FLIGHTS HOURS IAW EAC FAX NR SST0468/98 AND EO120-53-0068. (M)									
5320 C2XA	40717 120133	EMB EMB120RT				ANGLE 12002591002	CORRODED FUSELAGE		3/29/98 C2XA98IA091
IAH - DURING C-CHECK INSPECTION, THE FLOORBEAM ATTACH ANGLE AT FRAME 39 WAS FOUND TO BE CORRODED. MAINTENANCE REMOVED AND REPLACED THE AFFECTED ANGLE IAW THE EMB SRM 51-21-42, AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5320 C2XA	40717 120133	EMB EMB120RT				SUPPORT 12017066037	CRACKED RT WING		3/29/98 C2XA98IA088
IAH - DURING C-CHECK INSPECTION, THE RIGHT WING RIB 25 NR 5 UPPER SKIN SUPPORT WAS FOUND TO BE CRACKED. MAINTENANCE REMOVED AND REPLACED THE AFFECTED SUPPORT IAW THE EMB SRM 51-70-00 AND 51-25-02. (M)									
5320 C2XA	40717 120133	EMB EMB120RT				ANGLE 12006914001	CRACKED FUSELAGE		3/29/98 C2XA98IA093
IAH - DURING C-CHECK INSPECTION, FRAME 13 FLOOR SUPPORT ANGLES WERE FOUND CRACKED. MAINTENANCE REMOVED AND REPLACED THE AFFECTED ANGLES IN ACCORDANCE WITH THE EMB SRM 51-10-02, AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5320 C2XA	16719 120138	EMB EMB120RT				T-PROFILE 12004149001	CORRODED FUSELAGE		2/26/98 C2XA98IA044
IAH - DURING C-CHECK INSPECTION, THE RIGHT T-PROFILE AT FRAME 38 WAS FOUND TO BE CORRODED. MAINTENANCE REMOVED AND REPLACED THE AFFECTED T-PROFILE IAW EMB120 SRM 51-40-02, AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5320 C2XA	16719 120138	EMB EMB120RT				T-PROFILE 12004170004	CORRODED FUSELAGE		2/26/98 C2XA98IA045
IAH - DURING C-CHECK INSPECTION, THE CENTER T-PROFILE AT FRAME 39 WAS FOUND TO BE CORRODED. MAINTENANCE REMOVED AND REPLACED THE AFFECTED T-PROFILE IAW EMB120 SRM 51-40-02 AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5320 C2XA	16719 120138	EMB EMB120RT				BEAM 12002616001	CORRODED FUSELAGE		2/26/98 C2XA98IA047
IAH - DURING C-CHECK INSPECTION, THE CENTER OMEGA BEAM WAS FOUND TO BE CORRODED BETWEEN FRAMES 39 AND 40. MAINTENANCE REPAIRED THE AFFECTED AREA IAW CONTINENTAL EXPRESS ENGINEERING CHANGE AND REPAIR AUTHORIZATION EC5310-01043 AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5320 C2XA	16719 120138	EMB EMB120RT				T-PROFILE	CORRODED FUSELAGE		2/26/98 C2XA98IA048
IAH - DURING C-CHECK INSPECTION, THE LEFT T-PROFILE AT FRAME 15 WAS FOUND TO BE CORRODED. MAINTENANCE REMOVED AND REPLACED THE AFFECTED T-PROFILER IAW EMB120 SRM 51-40-02, AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5320 C2XA	16719 120138	EMB EMB120RT				T-PROFILE 12004449001	CORRODED FUSELAGE		2/26/98 C2XA98IA049
IAH - DURING C-CHECK INSPECTION, THE RIGHT CENTER T-PROFILE AT FRAME 38 WAS FOUND TO BE CORRODED. MAINTENANCE REMOVED AND REPLACED THE AFFECTED T-PROFILE IAW EMB120 SRM 51-40-02, AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5320 C2XA	16719 120138	EMB EMB120RT				T-PROFILE 12004449001	CORRODED CABIN		2/26/98 C2XA98IA058
IAH - DURING C-CHECK INSPECTION, THE RIGHT CENTER T-PROFILE AT FRAME 36 WAS FOUND TO BE CORRODED. MAINTENANCE REMOVED AND REPLACED THE AFFECTED T-PROFILE IAW EMB120 SRM 51-40-02, AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									

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5320	16719	EMB				STRAP	CORRODED		2/26/98
C2XA	120138	EMB120RT				12027929001	FUSELAGE		C2XA98IA051
IAH - DURING C-CHECK INSPECTION, THE RIGHT BUTT STRAP WAS FOUND TO BE CORRODED FROM FRAME 34 TO FRAME 39. MAINTENANCE REMOVED AND REPLACED THE AFFECTED BUTT STRAP IAW EMB120 SRM 51-40-02, AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5320	16719	EMB				STRAP	CORRODED		2/26/98
C2XA	120138	EMB120RT				12006159001	CABIN		C2XA98IA055
IAH - DURING C-CHECK INSPECTION, THE CENTER BUTT STRAP WAS FOUND TO BE CORRODED BETWEEN FRAMES 34 AND 39. MAINTENANCE REMOVED AND REPLACED THE AFFECTED SECTION OF BUTT STRAP IAW EMB120 SRM 51-40-02, AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5320	16719	EMB				STRAP	CORRODED		2/26/98
C2XA	120138	EMB120RT				12027929001	CABIN		C2XA98IA053
IAH - DURING C-CHECK INSPECTION, THE CENTER BUTT STRAP WAS FOUND TO BE CORRODED FROM FRAME 39 TO FRAME 40. MAINTENANCE REMOVED AND REPLACED THE AFFECTED SECTION OF BUTT STRAP IAW EMB120 SRM 51-40-02, AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5320	16719	EMB				STRAP	CORRODED		2/26/98
C2XA	120138	EMB120RT				12006158001	CABIN		C2XA98IA054
IAH - DURING C-CHECK INSPECTION, THE RIGHT BUTT STRAP WAS FOUND TO BE CORRODED FROM FRAME 39 TO FRAME 40. MAINTENANCE REMOVED AND REPLACED THE AFFECTED SECTION OF BUTT STRAP IAW EMB120 SRM 51-40-02, AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5320	16719	EMB				CREASE BEAM	CORRODED		2/26/98
C2XA	120138	EMB120RT				S12006519001	CABIN		C2XA98IA056
IAH - DURING C-CHECK INSPECTION, THE RIGHT CREASE BEAM WAS FOUND TO BE CORRODED BETWEEN FRAMES 39 TO 44. MAINTENANCE REMOVED AND REPLACED THE AFFECTED SECTION OF BUTT STRAP IAW EMB120 SRM 51-40-02, AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5320	16719	EMB				T-PROFILE	CORRODED		2/26/98
C2XA	120138	EMB120RT				12004449001	FUSELAGE		C2XA98IA050
IAH - DURING C-CHECK INSPECTION, THE RIGHT CENTER T-PROFILE AT FRAME 40 WAS FOUND TO BE CORRODED. MAINTENANCE REMOVED AND REPLACED THE AFFECTED T-PROFILE IAW EMB120 SRM 51-40-02, AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5320	16719	EMB				T-PROFILE	CORRODED		2/26/98
C2XA	120138	EMB120RT				12005779001	CABIN		C2XA98IA057
IAH - DURING C-CHECK INSPECTION, THE RIGHT T-PROFILE AT FRAME 40 WAS FOUND TO BE CORRODED. MAINTENANCE REMOVED AND REPLACED THE AFFECTED T-PROFILE IAW EMB120 SRM 51-40-02, AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5347	40717	EMB				SEAT TRACK	CORRODED		3/29/98
C2XA	120133	EMB120RT				12026865009	CABIN		C2XA98IA098
IAH - DURING C-CHECK INSPECTION, THE RIGHT AFT FLOOR SEAT TRACK WAS FOUND TO BE CORRODED. MAINTENANCE REMOVED AND REPLACED THE AFFECTED SEAT TRACK AND THE AIRCRAFT WAS APPROVED FOR RETURN SERVICE. (M)									
5347	40717	EMB				SEAT TRACK	CORRODED		3/29/98
C2XA	120133	EMB120RT				12026864007	CABIN		C2XA98IA097
IAH - DURING C-CHECK INSPECTION, THE LEFT AFT FLOOR SEAT TRACK WAS FOUND TO BE CRACKED. MAINTENANCE REMOVED AND REPLACED THE AFFECTED SEAT TRACK AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5347	16719	EMB				SEAT TRACK	CORRODED		2/26/98
C2XA	120138	EMB120RT				12026863007	CABIN		C2XA98IA065
IAH - DURING C-CHECK INSPECTION, FOUND LEFT AFT SIDEWALL SEAT TRACK CORRODED. MAINTENANCE REMOVED AND REPLACED THE SEAT TRACK IAW EMB-120 MM 53-01-05. THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									

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5347 C2XA	16719 120138	EMB EMB120RT				SEAT TRACK 12015996005	CORRODED CABIN	2/26/98	C2XA98IA068
IAH - DURING C-CHECK INSPECTION, FOUND RIGHT AFT SIDEWALL SEAT TRACK CORRODED. MAINTENANCE REMOVED AND REPLACED THE SEAT TRACK IAW EMB-120 MM 53-01-05. THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5347 C2XA	16719 120138	EMB EMB120RT				SEAT TRACK 12015995003	CORRODED CABIN	2/26/98	C2XA98IA062
IAH - DURING C-CHECK INSPECTION, FOUND LEFT FORWARD FLOOR SEAT TRACK CORRODED. MAINTENANCE REMOVED AND REPLACED THE SEAT TRACK IAW EMB-120 MM 53-01-05. THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5347 C2XA	16719 120138	EMB EMB120RT				SEAT TRACK 12026864007	CORRODED CABIN	2/26/98	C2XA98IA066
IAH - DURING C-CHECK INSPECTION, FOUND LEFT AFT FLOOR SEAT TRACK CORRODED. MAINTENANCE REMOVED AND REPLACED THE SEAT TRACK IAW EMB-120 MM 53-01-05. THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5347 C2XA	16719 120138	EMB EMB120RT				SEAT TRACK 12015997003	CORRODED CABIN	2/26/98	C2XA98IA064
IAH - DURING C-CHECK INSPECTION, FOUND RIGHT FORWARD SIDEWALL SEAT TRACK CORRODED. MAINTENANCE REMOVED AND REPLACED THE SEAT TRACK IAW EMB-120 MM 53-01-05. THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5347 C2XA	16719 120138	EMB EMB120RT				SEAT TRACK 12026865009	CORRODED CABIN	2/26/98	C2XA98IA067
IAH - DURING C-CHECK INSPECTION, FOUND RIGHT AFT FLOOR SEAT TRACK CORRODED. MAINTENANCE REMOVED AND REPLACED THE SEAT TRACK IAW EMB-120 MM 53-01-05. THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5347 C2XA	16719 120138	EMB EMB120RT				SEAT TRACK 12016000003	CORRODED CABIN	2/26/98	C2XA98IA063
IAH - DURING C-CHECK INSPECTION, FOUND RIGHT FORWARD FLOOR SEAT TRACK CORRODED. MAINTENANCE REMOVED AND REPLACED THE SEAT TRACK IAW EMB-120 MM 53-01-05. THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5350 WTAA	271YV 120271	EMB EMB120RT				RADOME	BIRD STRIKE FWD FUSELAGE	12/15/97	WTAA970229
SMF - BIRD STRIKE ON LEFT NOSE AREA REPORTED. MAINTENANCE INSPECTED AREA FOR DAMAGE. NO DAMAGE NOTED. AIRCRAFT RETURNED TO SERVICE. (X)									
5712 C2XA	16719 120138	EMB EMB120RT				RIB 12017062015	CRACKED LEFT WING	2/26/98	C2XA98IA046
IAH - DURING C-CHECK INSPECTION, THE LEFT WING NOSE RIB NR 21 WAS FOUND TO BE CRACKED. MAINTENANCE PERFORMED A DOUBLER REPAIR IAW CONTINENTAL EXPRESS ENGINEERING CHANGE AND REPAIR AUTHORIZATION EC5710-01020, AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5713 C2XA	40717 120133	EMB EMB120RT				STRINGER 12016079002	CRACKED RT WING	3/29/98	C2XA98IA095
IAH - DURING C-CHECK INSPECTION, THE RIGHT WING STRINGER NR 8 WAS FOUND CRACKED. MAINTENANCE REMOVED AND REPLACED THE AFFECTED PORTION OF STRINGER IAW CONTINENTAL EXPRESS ENGINEERING CHANGE/REPAIR AUTHORIZATION EC5710-01010, AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5713 C2XA	40717 120133	EMB EMB120RT				STRINGER 12016086001	CRACKED LT WING	3/29/98	C2XA98IA099
IAH - DURING C-CHECK INSPECTION, THE LEFT WING STRINGER NR 10 WAS FOUND CRACKED. MAINTENANCE REMOVED AND REPLACED THE AFFECTED PORTION OF STRINGER IAW CONTINENTAL EXPRESS ENGINEERING CHANGE/REPAIR AUTHORIZATION EC5710-01010, AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									

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5720 C2XA	40717 120133	EMB EMB120RT				SUPPORT 12016037013	CRACKED RT WING		3/29/98 C2XA98IA096
IAH - DURING C-CHECK INSPECTION, THE RIGHT WING RIB 7 NR 3 LOWER SKIN SUPPORT WAS FOUND CRACKED. MAINTENANCE REMOVED AND REPLACED THE AFFECTED SKIN SUPPORT IAW EMB SRM 51-40-02. THE AIRCRAFT WAS THE APPROVED FOR RETURN TO SERVICE. (M)									
5720 C2XA	16719 120138	EMB EMB120RT				BRACKET 12017063609	CRACKED RT WING		2/26/98 C2XA98IA042
IAH - DURING C-CHECK INSPECTION, THE NR 3 UPPER SKIN SUPPORT ON RIB 21 OF THE RIGHT WING WAS FOUND TO BE CRACKED. MAINTENANCE REMOVED AND REPLACED THE AFFECTED SKIN SUPPORT IAW EMB120 SRM 51-4--02, AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5720 C2XA	16719 120138	EMB EMB120RT				BRACKET 12017060609	CRACKED LT WING		2/26/98 C2XA98IA059
IAH - DURING C-CHECK INSPECTION, THE NR 1 UPPER SKIN SUPPORT ON RIB 20 FO THE LEFT WING WAS FOUND TO BE CRACKED. MAINTENANCE REMOVED AND REPLACED THE AFFECTED SKIN SUPPORT IAW EMB120 SRM 51-40-02, AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5720 C2XA	16719 120138	EMB EMB120RT				BRACKET 12017063609	CRACKED LT WING		2/26/98 C2XA98IA060
IAH - DURNG C-CHECK INSPECTION, THE NR 2 UPPER SKIN SUPPORT ON RIB 20 OF THE LEFT WING WAS FOUND TO BE CRACKED. MAINTENANCE REMOVED AND REPLACED THE AFFECTED SKIN SUPPORT IAW EMB120 SRM 51-40-02, AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5720 C2XA	16719 120138	EMB EMB120RT				BRACKET 12017063609	CRACKED RT WING		2/26/98 C2XA98IA039
IAH - DURING C-CHECK INSPECTION, THE NR 3 UPPER SKIN SUPPORT ON RIB 20 OF THE RIGHT WING WAS FOUND TO BE CRACKED. MAINTENANCE REMOVED AND REPLACED THE AFFECTED SKIN SUPPORT IAW EMB120MM 51-40-02 AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5720 C2XA	16719 120138	EMB EMB120RT				BRACKET 12017062613	CRACKED LT WING		2/26/98 C2XA98IA043
IAH - DURING C-CHECK INSPECTION, THE NR 1 UPPER SKIN SUPPORT ON RIB 21 OF THE LEFT WING WAS FOUND TO BE CRACKED. MAINTENANCE REMOVED AND REPLACED THE AFFECTED SKIN SUPPORT IAW EMB120 SRM 51-40-02, AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5730 C2XA	40717 120133	EMB EMB120RT				SKIN 12015668001	CRACKED LEFT WING		3/29/98 C2XA98IA100
IAH - DURING C-CHECK INSPECTION, THE LEFT WING INBOARD FORWARD SKIN WAS FOUND TO BE CRACKED. MAINTENANCE REPAIRED THE AFFECTED SKIN PANEL WITH A DOUBLER REPAIR IAW THE EMB SRM 57-20-01. (M)									
5730 C2XA	40717 120133	EMB EMB120RT				SKIN 12015668002	CRACKED RT WING		3/29/98 C2XA98IA101
IAH - DURING C-CHECK INSPECTION, THE RIGHT WING INBOARD FORWARD SKIN PANEL WAS FOUND CRACKED. MAINTENANCE REPAIRED THE SKIN PANEL USING A DOUBLER REPAIR IAW THE EMB SRM 57-20-01. (M)									
7320 C2XA	14942 145037	EMB EMB145	ALLSN AE3007A			FADEC 23069253	FAILED NR 1 ENGINE	490	3/12/98 C2XA98CL026
SAV - FLT 4020 - CREW REPORTED DURING DESCENT, THE NR 1 ENGINE CONTROL 'B' FAILED AND THE ENGINE WAS SHUT DOWN. AIRCRAFT LANDED WITHOUT INCIDENT. MAINTENANCE INSPECTED THE AIRCRAFT THEN REMOVED AND REPLACED FADEC 1A IAW EMB-145 MM 73-22-01. OPERATIONAL CHECKS WERE SATISFACTORY, AIRCRAFT RELEASED FOR SERVICE. (X)									
2120 QXEA	491US 11156	FOKKER F28MK4000				AIR DISTRIBUTION	ODOR CABIN		1/19/98 QXEA9800035
WHEN TURNING UP COCKPIT PACK HEAT YOU GET AN OILY SMELL. FLIGHT ATTENDANT REPORTED SLIGHT HAZE IN CABIN. TURNED HEAT DOWN PROBLEM WENT AWAY. MAINTENANCE OPERATED PACK ON FULL WARM FOR THIRTY MINUTES. NO PROBLEMS NOTED. NO PARTS REPLACED.									

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2170 QXEA	482US 11231	FOKKER F28MK4000				DRAIN	PLUGGED COALESCER BAG		4/21/98 QXEA9800539
GEG - AIRCRAFT RETURNED TO FIELD DUE TO SMOKE IN THE CABIN. MAINTENANCE FOUND THE WATER SOCK DRAIN PLUGGED FOR THE CABIN PACK. THE DRAIN WAS UNPLUGGED AND THE WATER SOCK WAS CLEANED, IT WAS FULL OF WATER MIXED WITH OIL. SYSTEM WAS OPERATIONALLY TESTED AND A TEST FLIGHT ACCOMPLISHED, TESTS NORMAL. THE APU WAS SUSPECTED OF PUTTING THE OIL IN THE BLEED AIR SYSTEM AND IS CURRENTLY ON MEL.									
2510 QXEA	488US 11240	FOKKER F28MK4000				BOLTS	CORRODED COCKPIT		2/25/98 QXEA9800541
PDX - THE COCKPIT CENTER PEDESTAL HAS OBVIOUS CORROSION AT TWO MOUNT BOLTS AT THE AFT END OF THE CO-PILOTS LEFT FOOT REST. REPAIRED IAW HORIZON AIR EA 4-53-377.									
2720 JBXA	106ML 11477	FOKKER F28MK0100				MANIFOLD 703853	FAILED RUDDER		3/28/98 JBXA980035
RDU - FLT 375 - SYSTEM NR 2 RUDDER FAULTED. REMOVED AND REPLACED RUDDER MANIFOLD IAW F-100 MM 27-22-01, OPS CHECK GOOD. (M)									
2750 AALA	1407D 11360	FOKKER F28MK0100				SYNCRO A83235417	DEFECTIVE RT WING		1/13/98 AALA980103
DFW - FLT 0432 - AFTER TAKEOFF, FLAPS WERE SELECTED UP AND THE CREW RECEIVED A FLAP ASYMMETRY MESSAGE ON MFDU. AIRCRAFT RETURNED AND LANDED DFW WITHOUT INCIDENT. REPLACED RIGHT HAND MIDDLE FLAP SYNCRO AND CYCLED FLAPS WITH NO FAULTS. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
2750 AALA	1433B 11418	FOKKER F28MK0100				FLAP CONTL UNIT EAFCD8518411	DEFECTIVE TE FLAPS		2/4/98 AALA980248
YYZ - FLT 1611 - AFTER TAKEOFF YYZ, TRAILING EDGE FLAPS WOULD ONLY RETRACT TO 5 DEGREES. AIRCRAFT RETURNED TO YYZ AND LANDED WITHOUT INCIDENT. REPLACED FLAP CONTROL DATA UNIT. SYSTEM GROUND CHECKED, NORMAL OPERATION. FUNCTIONAL CHECK FLIGHT ACCOMPLISHED WITH NO DEFECTS NOTED. (X)									
2910 AALA	1407D 11360	FOKKER F28MK0100				COUPLER CDK2638	DEFECTIVE NR 2 HYD SYS		1/30/98 AALA980240
OKC - FLT 1537 - EN ROUTE ORD/OKC, MFDU DISPLAYED HYDRAULIC SYSTEM TWO QUANTITY MESSAGE. FLIGHT CREW VERIFIED QUANTITY ON OVERHEAD PANEL AND TURNED OFF SYSTEM TWO PUMPS. AIRCRAFT CONTINUED TO OKC AIRPORT AND LANDED WITHOUT INCIDENT. REPLACED LEAKING QUICK DISCONNECT COUPLING ON SYSTEM TWO HYDRAULIC PUMP AND SERVICED SYSTEM TO FULL. SYSTEM OPERATED NORMALLY WITH NO LEAKAGE. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
2934 USAA	868US 11313	FOKKER F28MK1000				QTY TRANSMITTER	MALFUNCTIONED NR 1 HYD SYSTEM		2/17/98 USAAF98017
PIT - CAPTAIN ADVISED VIA ACARS THE THE NR 1 HYD QTY WAS LOW AND LOST NOSE WHEEL STEERING. AN EMERGENCY WAS DECLARED AND THE A/C LANDED WITHOUT FURTHER INCIDENT. THE A/C WAS CHECKED, NO LEAKS WERE NOTED. SERVICED HYD NR 1 AND NR 2 SYSTEM. FOUND NR 1 HYDRO QTY TRANSMITTER CAUSING ERRATIC INDICATION. MAINTENANCE CLEANED THE ELECTRICAL CONNECTOR ON THE NR 1 HYDRAULIC SYSTEM QTY TRANSMITTER. (M)									
3230 USAA	864US 11306	FOKKER F28MK0100				DNLOCK PLUNGER	LACK OF LUBE NLG		2/18/98 USAAF98018
FLT 1672 - PIT-MDT - AFTER TAKEOFF FROM PIT, NOSE GEAR ALERT ILLUMINATED ON MFDU. THE BLUE INTRANSIT LIGHT REMAINED LIT IN GEAR HANDLE. CREW RECYCLED GEAR WITH SAME RESULT. CAPTAIN DECLARED AND EMERGENCY AND FLIGHT RETURNED TO PIT. FLIGHT LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE CLEANED, LUBRICATED AND RIGGED THE NOSE GEAR DOWN LOCK PLUNGER MECHANISM. (M)									
3230 AALA	1404D 11355	FOKKER F28MK0100			ROTOL	ACTUATOR 201218006	DEFECTIVE MLG DOWNLOCK		2/16/98 AALA980327
ORD - FLT 1721 - UPON GEAR EXTENSION, RECEIVED LEFT AND RIGHT LANDING GEAR UNSAFE INDICATION WITH ASSOCIATED DOORS UNSAFE INDICATION. RECYCLED GEAR WITH NORMAL INDICATIONS. REPLACED LEFT AND RIGHT MAIN GEAR DOWNLOCK ACTUATORS. LEAK CHECKED WITH NO DEFECTS FOUND. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									

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3230 AALA	1417D 11396	FOKKER F28MK0100				CABLE 38000300	BROKEN MLG		2/18/98 AALA980373
COS - FLT 0659 - ON APPROACH COS, LANDING GEAR FAILED TO EXTEND. CYCLED GEAR AND LANDED WITHOUT INCIDENT. AIRCRAFT WAS FERRIED TO TUL FOR REPAIR. REPLACED TELEFLEX CABLE AND RIGGED. PERFORMED GEAR EXTENSION AND RETRACTION PROCEDURES WITH NO DEFECTS. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3230 AALA	1472B 11514	FOKKER F28MK0100				REDUCER VLV 296801	DEFECTIVE WW		1/27/98 AALA980218
ORD - FLT 247 - DURING APPROACH ORD, LANDING GEAR SELECTED DOWN, LEFT AND RIGHT MAIN GEAR EXTENDED SLOWLY CAUSING A LANDING GEAR UNSAFE MESSAGE TO ILLUMINATE. BEFORE LANDING CREW GOT THREE GREEN DOWN AND LOCK LIGHTS AND THE AIRCRAFT LANDED ORD WITHOUT FURTHER INCIDENT. REMOVED AND REPLACED LANDING GEAR REDUCER VALVE, SERVICED HYDRAULIC SYSTEM, AND SWUNG GEAR SEVERAL TIMES WITH NORMAL OPERATION. SYSTEM GROUND CHECKED AND LEAKED CHECKED NORMAL OPERATION. (M)									
3260 USAA	887US 11349	FOKKER F28MK0100				BULB	FAILED RT MLG		5/13/97 USAAF97046
FLT 2228 - DCA-CLT - ON APPROACH TO CLT, DID NOT RECEIVE A GREEN DOWN AND LOCKED INDICATION FOR THE RIGHT MAIN GEAR. CAPTAIN ELECTED TO PERFORM A GO AROUND PROCEDURE. CREW DETERMINED THAT THE LAMP WAS BURNED OUT IN THE INDICATOR. FLT LANDED AT CLT WITHOUT INCIDENT. MX REPLACED THE LAMPS IN THE LANDING GEAR INDICATOR MODULE ON THE GEAR HANDLE PANEL. (M)									
3350 USAA	854US 11282	FOKKER F28MK0100				INVERTER 59257	INOPERATIVE CABIN		2/21/98 USAAF98020
PIT - FORWARD FLOOR PROXIMITY LIGHTS FOUND INOPERATIVE. MAINTENANCE REPLACED THE FLOOR PROXIMITY INVERTER. (M)									
3350 USAA	892US 11372	FOKKER F28MK0100				BATTERY PACK 6104789	DISCHARGED CABIN		12/14/97 98ZZZM140
MAINTENANCE FOUND THE FOLLOWING EMERGENCY LIGHTS INOPERATIVE. LEFT AND RIGHT WING FAIRING AND AFT WINDOW EMERGENCY LIGHTS. REPLACED NR 6 AND NR 7 BATTERY PACK AND NR 6 BATTERY PACK CHARGER. (M)									
3350 USAA	892US 11372	FOKKER F28MK0100				INVERTER 59257	FAILED CABIN		12/8/97 USAAF97101
IND - MAINTENANCE FOUND THE FLOOR LEVEL EMERGENCY EXIT LIGHTING INOPERATIVE BETWEEN ROWS 15 AND THE REAR OF THE AIRCRAFT. THEY REPLACED THE INVERTER. (X)									
3350 USAA	892US 11372	FOKKER F28MK0100				BATTERY CHARGER 6040681	FAILED CABIN		12/14/97 USAAF97104
MAINTENANCE FOUND THE FOLLOWING EMERGENCY LIGHTS INOPERATIVE. LEFT AND RIGHT WING FAIRING AND AFT WINDOW EMERGENCY LIGHTS. REPLACED NR 6 AND NR 7 BATTERY PACK AND NR 6 BATTERY PACK CHARGER. (M)									
3350 AALA	1413A 11376	FOKKER F28MK0100				WIRE	BROKEN CABIN		2/5/98 AALA980254
ORD - DURING OVERNIGHT CHECK, EMERGENCY EXIT AISLE LIGHTS LEFT SIDE INOPERATIVE. REPLACED WIRE AT EMERGENCY EXIT AISLE, LEFT SIDE. SYSTEM GROUND CHECKED NORMAL OPERATION. (X)									
3350 AALA	1440A 11435	FOKKER F28MK0100				WIRE	MISWIRED CABIN		12/13/97 AALA972404
ORD - DURING OVERNIGHT CHECK, FORWARD ENTRY DOOR EMERGENCY EXIT LIGHT FOUND INOPERATIVE. REVERSED POLARITY ON FLOOR WIRING. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	1470K 11506	FOKKER F28MK0100				CONNECTOR	DEFECTIVE CABIN		3/22/98 AALA980552
DFW - DURING OVERNIGHT MAINTENANCE, FIRST CLASS EMERGENCY EXIT FLOOR PATH LIGHTING WOULD NOT ILLUMINATE. REPLACED EMERGENCY EXIT FLOOR PATH LIGHTING CONNECTOR AT FIRST CLASS LAVATORY. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									

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3350 QXEA	452US 11105	FOKKER F28MK1000			GRIMES	LAMP 1820	FAILED CABIN		8/18/97 QXEA9700504
ROW 1 EMERGENCY LIGHT INOP. RELAMPED EMERGENCY LIGHT IN ROW 1, OPERATIONAL CHECK GOOD.									
3350 QXEA	491US 11156	FOKKER F28MK4000				LIGHT	INOPERATIVE CABIN		4/6/98 QXEA9800471
ROW 9E OVERWING EXIT LIGHT INOP. MAINTENANCE RELAMPED SAME, OPERATIONAL CHECK GOOD.									
3350 QXEA	493US 11161	FOKKER F28MK4000			GRIMES 5515900004	LAMP MFF1280	FAILED CABIN		8/19/97 QXEA9700505
THE 28V EVACUATION SIGN AT ROW 9 OVERWING EXIT AFT GALLEY INOP. RELAMPED, OPERATIONAL CHECK GOOD.									
3350 QXEA	475AU 11222	FOKKER F28MK4000			GRIMES	BULB 1315	FAILED CABIN		4/25/98 QXEA9800620
RIGHT AFT EXTERIOR EMERGENCY LIGHT INOPERATIVE. MAINTENANCE RELAMPED, OPERATIONAL TEST IS GOOD.									
3350 QXEA	475AU 11222	FOKKER F28MK4000			GRIMES A42052	BULB 1820	FAILED CABIN		1/19/98 QXEA9800036
THE 28V OVERHEAD EMERGENCY LIGHT AT ROW 14 INOP. REPLACED BULB, OPERATIONAL CHECK GOOD.									
3350 QXEA	477AU 11226	FOKKER F28MK4000			GRIMES 5515800106	CIRCUIT CARD 5515900004	MALFUNCTION CABIN		3/16/98 QXEA9800328
LIGHTS DIM AT THE EXIT SIGN IN THE CEILING AT ROW 8 AND 9. REPLACED CIRCUIT CARDS, OPERATIONAL CHECKS GOOD.									
3350 QXEA	477AU 11226	FOKKER F28MK4000			GRIMES	BULB 1820	FAILED CABIN		2/2/98 QXEA9800058
EMERGENCY EXIT LIGHT AT SEAT 8E INOP. RELAMPED, OPERATIONAL TEST POSITIVE.									
3350 QXEA	479AU 11228	FOKKER F28MK4000			GRIMES	BULB 1820	FAILED CABIN		4/24/98 QXEA9800621
SEVERAL OVERHEAD EVACUATION LIGHTS INOPERATIVE. MAINTENANCE RELAMPED, OPERATIONAL TESTED NORMAL.									
3350 QXEA	480AU 11229	FOKKER F28MK4000				BULB 1820	FAILED CABIN		2/13/98 QXEA9800068
FORWARD EMERGENCY EXIT SIGN HAS INOP BULBS. MAINTENANCE RELAMPED, OPERATIONAL CHECK GOOD.									
3350 QXEA	481US 11230	FOKKER F28MK4000				BULB 1820	FAILED CABIN		2/13/98 QXEA9800067
EXIT SIGN ABOVE COCKPIT DOOR HAS ALL LIGHTS INOP. MAINTENANCE RELAMPED WITH 28 VOLT BULBS, OPERATIONAL CHECK GOOD.									
3350 QXEA	481US 11230	FOKKER F28MK4000			GRIMES	SIGN XB864041	INOPERATIVE INOPERATIVE		4/26/98 QXEA9800622
SEAT FLOOR PROXIMITY EXIT SIGN MISSING AT ROW 8. MAINTENANCE INSTALLED NEW FLOOR PROXIMITY SEAT SIGN AT ROW 8, FUNCTION TESTED NORMAL.									
3350 QXEA	484US 11234	FOKKER F28MK4000			GRIMES 5515800106	CIRCUIT CARD 5515900004	MALFUNCTION CABIN		3/16/98 QXEA9800327
EXIT SIGN AT ROW 8 OUT. REPLACED CIRCUIT CARD, OPERATIONAL CHECKS GOOD.									

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3350 QXEA	487US 11238	FOKKER F28MK4000				CIRCUIT BOARD 551590004	MALFUNCTION CABIN		2/14/98 QXEA9800070
OVERHEAD EMERGENCY EXIT SIGN ROW 8 IS ONLY PARTIALLY ILLUMINATED. MAINTENANCE REPLACED CIRCUIT BOARD, OPERATIONAL CHECK GOOD.									
3350 QXEA	487US 11238	FOKKER F28MK4000				BULB 1820	FAILED CABIN		2/16/98 QXEA9800071
EXIT LIGHT OUT AT SEAT 8A. MAINTENANCE RELAMPED EXIT SIGN AT SEAT 8A, OPERATIONAL CHECK GOOD.									
3350 QXEA	487US 11238	FOKKER F28MK4000			GRIMES	BULB 1820	FAILED CABIN		4/21/98 QXEA980540
SEA - SEVERAL EXIT LIGHTS INOP BY GALLEY SERVICE DOOR. MAINTENANCE RELAMPED, EXIT LIGHTS OPERATIONAL CHECK NORMAL.									
3350 QXEA	488US 11240	FOKKER F28MK4000				WIRE	LOOSE CABIN		4/9/98 QXEA9800551
PDX - FORWARD GALLEY EMERGENCY EXIT LIGHTS DO NOT OPERATE. INSERTED WIRE PIN INTO MATRIX BLOCK.									
3418 USAA	860US 11295	FOKKER F28MK0100				TRANSDUCER 2566A27	FAILED LT FUSELAGE		2/13/98 USAAF98015
FLT 864 - PIT-DTW - AT ROTATION THE STICK SHAKER WARNING SYSTEM ACTIVATED ALONG WITH A STALL WARNING LIGHT. IT WAS TOO LATE FOR AN ABORTED TAKEOFF, SO CAPTAIN CONTINUED WITH A CLIMB-OUT FROM PIT. STICK SHAKER CONTINUED TO OPERATE. FLIGHT RETURNED TO PIT AND LANDED WITHOUT FURTHER INCIDENT. STICK SHAKER STOPPED AND STALL WARNING LIGHT EXTINGUISHED UPON LANDING. MAINTENANCE REPLACED THE LEFT ANGLE OF ATTACK TRANSDUCER. (M)									
4900 USAA	494US 11167	FOKKER F28MK4000				APU 38075412	FAILED TAIL SECTION		5/12/97 USAAF97045
FLT 654 - CLT-ROA - AFTER AIRCRAFT PULLED AWAY FROM THE JETWAY FOR DEPARTURE, THE APU FAILED. THE CABIN FILLED WITH SMOKE. THE LAVATORY SMOKE DETECTOR SOUNDED, BUT THERE WAS NO APU FIRE INDICATION IN THE COCKPIT. PASSENGERS WERE EVACUATED DOWN THE ENTRY DOOR STAIRS. MAINTENANCE REPLACED THE APU. (M)									
5230 USAA	857US 11289	FOKKER F28MK0100				HANDLE	LOOSE CARGO DOOR		2/17/98 USAAF98016
CLE - FLT 598 - ON CLIMB-OUT OF CLE, CAPTAIN RECEIVED A MID CABIN DOOR WARNING LIGHT. FLIGHT RETURNED TO CLE WHERE LANDING WAS WITHOUT FURTHER INCIDENT. MAINTENANCE FOUND MID CARGO HANDLE OPEN. CLOSED HANDLE. WARNING LIGHTS OPS NORMAL. (M)									
5230 QXEA	476US 11224	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		2/8/98 QXEA9800263
THERE IS A CRACKED FRAME CLIP AT THE 3RD FROM AFT FRAME AT THE BOTTOM HINGE END OF AFT CARGO DOOR. DRILLED OUT DAMAGED FRAME CLIP AND REPAIRED IAW FOKKER SRM 51-10-5.									
5230 QXEA	476US 11224	FOKKER F28MK4000				SKIN	DENTED CARGO DOOR		2/6/98 QXEA9800262
FORWARD CARGO COMPARTMENT FORWARD DOOR INNER STRUCTURE SKIN HAS SEVERAL DEEP DENTS. REPAIRED IAW EA 4-52-117.									
5230 QXEA	476US 11224	FOKKER F28MK4000				INTERCOSTAL	CRACKED FUSELAGE		2/8/98 QXEA9800264
THE 2ND INTRCOSTAL FROM THE HINGE ON THE FORWARD SIDE OF THE AFT CARGO DOOR BETWEEN THE FORWARD AND THE 2ND FROM FORWARD FRAMES IS CRACKED. REPAIRED INTERCOSTAL IAW FOKKER SRM 51-31-01.									
5230 QXEA	476US 11224	FOKKER F28MK4000				FRAME	CORRODED CARGO DOOR		2/8/98 QXEA9800265
THE FORWARD FRAME OF THE AFT CARGO DOOR HAS CORROSION ON IT IN AN AREA 8 TO 18 INCHES FROM THE HINGE. REPAIRED IAW FOKKER 51-31-01.									

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5230 QXEA	476US 11224	FOKKER F28MK4000				SKIN	MISDRILLED CARGO DOOR		2/6/98 QXEA9800251
REAR CARGO DOOR APERTURE HAS A NUT PLATE HOLE CONNECTING THE RIVET HOLE, AT INNER SKIN FORWARD SIDE. REPAIRED IAW FOKKER SRM 53-02-16, PAGE 2, FIGURE 2.									
5230 QXEA	476US 11224	FOKKER F28MK4000				DOOR	DENTED CARGO GOMPT		2/6/98 QXEA9800261
FORWARD CARGO COMPARTMENT FORWARD DOOR AFT BOTTOM CORNER OF DOOR STRUCTURE HAS SEVERAL DEEP DENTS. REPAIRED IAW FOKKER SRM 52-30-00, FIGURE 1 AND SRM 51-31-01.									
5302 QXEA	488US 11240	FOKKER F28MK4000				CASTELLATION	CRACKED FRAME 6305		3/16/98 QXEA9800550
PDX - THERE IS A CRACKED FRAME CASTELLATION AT FRAME 6305 AND STRINGER 32. REPAIRED CRACK IAW FOKKER SRM 53-02-13, PAGE 4.									
5311 USAA	883US 11337	FOKKER F28MK0100				FRAME	CRACKED FUSELAGE	15610	12/5/97 USAA970355
PIT - DURING Q1 CHECK, FOUND 1.75 INCH CRACK AT 24-2 OBLIQUE FRAME STR 34. FOUND DURING VISUAL INSPECTION. CUT OUT CRACK AND INSTALLED DOUBLER REPAIR PER EA 39164A. (X)									
5311 QXEA	476US 11224	FOKKER F28MK4000				FRAME	CRACKED LAVATORY		2/7/98 QXEA9800302
LAV AREA FRAME 16660 CASTELLATION IS CRACKED AT STRINGER 47. REPAIRED IAW FOKKER SRM 53-02-13, PAGE 4, FIGURE 2.									
5311 QXEA	476US 11224	FOKKER F28MK4000				FRAME	MISDRILLED FUSELAGE		2/3/98 QXEA9800292
THERE IS A ELIPICAL HOLE IN FRAME 9035A AT STRINGER 27-28. REPAIRED IAW FOKKER SRM 51-10-3, PAGE 2, TABLE I AND SRM 53-02-12 AND EA 4-53-343.									
5311 QXEA	476US 11224	FOKKER F28MK4000				FRAME	WORN FUSELAGE		2/3/98 QXEA9800293
AT FRAME 12405 NEAR STRINGER 27-28 DUCT STANDOFF HOLE IN FRAME CAP IS ENLARGED. REPAIRED IAW EA 4-53-343.									
5311 QXEA	476US 11224	FOKKER F28MK4000				FRAME	WORN FUSELAGE		2/3/98 QXEA9800294
FRAME CAP AT FRAME 9035A BETWEEN STRINGER 47-48 DUCT STANDOFF HOLE IS ENLARGED. REPAIRED IAW FOKKER SRM 51-10-03, PAGE 2, TABLE I, SRM 53-02-12 AND EA 4-53-343.									
5311 QXEA	476US 11224	FOKKER F28MK4000				FRAME	WORN FUSELAGE		2/3/98 QXEA9800295
FRAME CAP 10346 BETWEEN STRINGER 47-48 DUCT STANDOFF HOLE IS ELONGATED. REPAIRED IAW HORIZON AIR EA 4-53-343.									
5311 QXEA	476US 11224	FOKKER F28MK4000				FRAME	WORN FUSELAGE		2/2/98 QXEA9800296
FRAME CAP AT 15205 BETWEEN STRINGER 47-48 DUCT STANDOFF HOLE IS ELONGATED. REPAIRED IAW FOKKER SRM 53-02-12, PAGE 9, FIGURE 3.									
5311 QXEA	476US 11224	FOKKER F28MK4000				FRAME	WORN FUSELAGE		2/2/98 QXEA9800297
FRAME CAP AT 14285 BETWEEN STRINGER 47-48 DUCT STAND OFF MOUNT HOLE IS ELONGATED. REPAIRED IAW HORIZON AIR EA 4-53-343.									
5311 QXEA	476US 11224	FOKKER F28MK4000				FRAME	CRACKED LAVATORY		2/7/98 QXEA9800298
LAV AREA FRAME, 16660 CASTELLATION IS CRACKED AT STRINGER 25. REPAIRED IAW FOKKER SRM 53-02-13, PAGE 4, FIGURE 2.									

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5311 QXEA	476US 11224	FOKKER F28MK4000				FRAME	CRACKED LAVATORY		2/7/98 QXEA9800299
LAV AREA FRAME 16060 CASTELLATION IS CRACKED AT STRINGER 26. REPAIRED IAW FOKKER SRM 53-02-13, PAGE 4, FIGURE 2.									
5311 QXEA	476US 11224	FOKKER F28MK4000				FRAME	CRACKED LAVATORY		2/7/98 QXEA9800301
LAV AREA FRAME 16660 CASTELLATION IS CRACKED AT STRINGER 32. REPAIRED IAW FOKKER SRM 53-02-13, PAGE 4, FIGURE 2.									
5311 QXEA	476US 11224	FOKKER F28MK4000				FRAME	CRACKED LAVATORY		2/7/98 QXEA9800300
LAV AREA FRAME 16660 CASTELLATION IS CRACKED AT STRINGER 30. REPAIRED IAW FOKKER SRM 53-02-13 PAGE 4, FIGURE 2.									
5311 QXEA	488US 11240	FOKKER F28MK4000				FRAME	CRACKED FRAME 17565		2/27/98 QXEA9800553
PDX - FRAME 17565 HAS CRACK IN PREVIOUS REPAIR THAT IS OUT OF LIMITS JUST BELOW STRINGER 23. REMOVED OLD REPAIR. FABRICATED NEW DOUBLER. REMOVED DAMAGED MATERIAL AND INSTALLED NEW DOUBLER IAW FOKKER SRM 51-10-00, 51-10-05, 51-31-01 AND 53-02-13, PAGE 5, FIGURE 3.									
5311 QXEA	488US 11240	FOKKER F28MK4000				FRAME	CRACKED FRAME 17565		2/27/98 QXEA9800552
PDX - FLANGE CRACKED COMPLETELY AROUND RIVET, FRAME 17565 AT STRINGER 57. FABRICATED DOUBLER, ALODINED, PRIMED AND ATTACHED RIVETS IAW FOKKER SRM 53-02-13, FIGURE 3.									
5311 QXEA	488US 11240	FOKKER F28MK4000				FRAME	CRACKED FRAME 32-2		2/27/98 QXEA9800557
PDX - FRAME 32-2 HAS CRACK AT STRINGER 48. FABRICATED FRAME CLIP AND ATTACHED IAW FOKKER SRM 53-02-13.									
5311 QXEA	488US 11240	FOKKER F28MK4000				FRAME	CRACKED FRAME 32-2		2/27/98 QXEA9800556
PDX - FRAME 32-2 HAS CRACK RUNNING THROUGH STOP DRILL AT STRINGER 68, FORWARD SIDE OF FRAME. FABRICATED DOUBLER, ALODINED, PRIMED AND ATTACHED DOUBLER WITH MS20426AD RIVETS WET IAW FOKKER SRM 53-02-13, FIGURE 3.									
5313 QXEA	488US 11240	FOKKER F28MK4000				STRINGER	CRACKED FUSELAGE		2/23/98 QXEA9800547
PDX - CRACK ON STRINGER 36 AFT OF FRAME 12405. FABRICATED REPAIR, ETCHED, ALODINED, PRIMED AND INSTALLED REPAIR IAW FOKKER SRM 51-31-01 AND FOKKER SRM 53-02-06, FIGURE 6.									
5313 QXEA	488US 11240	FOKKER F28MK4000				STRINGER	CRACKED FUSELAGE		2/23/98 QXEA9800546
PDX - CRACK ON STRINGER 34 AFT OF FRAME 12405. FABRICATED, REPAIR ETCHED, ALDOINED, PRIMED AND INSTALLED REPAIR IAW FOKKER SRM 51-31-01 AND FOKKER SRM 53-02-06, FIGURE 6.									
5313 QXEA	488US 11240	FOKKER F28MK4000				STRINGER	CRACKED FUSELAGE		2/23/98 QXEA9800545
PDX - CRACK ON STRINGER 32 AFT OF FRAME 12405. FABRICATED REPAIR, ETCHED, ALODINED, PRIMED AND INSTALLED IAW FOKKER SRM 53-02-06, FIGURE 6 AND FOKKER SRM 51-31-01.									
5315 QXEA	476US 11224	FOKKER F28MK4000				FLOORBEAM	DENTED CARGO COMPT		2/6/98 QXEA9800255
FLOORBEAM ON REAR CARGO CEILING BETWEEN FRAME 16060 AND 16660 BL 600R IS DENTED UP .5 INCH BUCKLED AND POSSIBLY CRACKED. REPAIRED FLOORBEAM IAW HORIZON AIR EA 4-53-346.									

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5320 USAA	867US 11312	FOKKER F28MK0100				PANEL	CRACKED NLG WW	15803	5/8/97 USAA970181
PIT - DURING Q-1 CHECK, VISUAL INSPECTION DETECTED .157 INCH SKIN CRACK AT RT NLG SIDE WALL PANEL, AFT OF FORWARD AIRCO PACK SUPPORT BRACKET. INSTALLED DOUBLER REPAIR 6 INCH BY 8 INCH PER US AIRWAYS EA NR 46923. (M)									
5320 USAA	867US 11312	FOKKER F28MK0100				ANGLE	CRACKED BS 14911	15803	5/8/97 USAA970182
PIT - DURING Q-1 CHECK, VISUAL AND NDT INSPECTION DETECTED CRACKS ON SKIN CONNECTIN ANGLES, LEFT 1 INCH, RIGHT .375 INCH AT STATION 14911, STRINGER NR 11LHS, STRINGER NR 64 RHS. INSTALLED DOUBLER REPAIR PER US AIRWAYS EA NR 32204A. (M)									
5320 QXEA	476US 11224	FOKKER F28MK4000				CLIP	CRACKED CABIN		2/3/98 QXEA9800284
INSIDE CABIN FRAME 12875 HAS A CRACKED CLIP BETWEEN STRINGERS 42-43. REPAIRED IAW FOKKER 53-02-13 PAGE 4, FIGURE 2.									
5320 QXEA	476US 11224	FOKKER F28MK4000				ANGLE	CRACKED FUSELAGE		2/7/98 QXEA9800303
LEFTHAND OBLIQUE FRAME 32-2 CONNECTION ANGLE CRACKED PASSED STOP DRILL AT STRINGER 30 AFT SIDE. REPAIRED IAW FOKKER SRM 51-31-01, 51-30-02 AND 53-02-13, FIGURE 4, PAGE 6.									
5320 QXEA	476US 11224	FOKKER F28MK4000				CLIP	CRACKED CABIN		2/3/98 QXEA9800291
INSIDE CABIN FRAME 10346 HAS A CRACKED CLIP BETWEEN STRINGERS 31-32. REPAIRED IAW FOKKER SRM 53-02-13, PAGE 4, FIGURE 2.									
5320 QXEA	476US 11224	FOKKER F28MK4000				CLIP	CRACKED CABIN		2/3/98 QXEA9800290
INSIDE CABIN FRAME 10966 HAS A CRACKED CLIP BETWEEN STRINGERS 42-43. REPAIRED IAW FOKKER SRM 53-02-13, PAGE 4, FIGURE 2.									
5320 QXEA	476US 11224	FOKKER F28MK4000				CLIP	CRACKED CABIN		2/3/98 QXEA9800289
INSIDE CABIN FRAME 10966 HAS A CRACKED CLIP BETWEEN STRINGERS 43-44. REPAIRED IAW FOKKER SRM 53-02-13, PAGE 4, FIGURE 2.									
5320 QXEA	476US 11224	FOKKER F28MK4000				CLIP	CRACKED CABIN		2/3/98 QXEA9800288
INSIDE CABIN FRAME 12405 HAS A CRACKED CLIP BETWEEN STRINGERS 41-42. REPAIRED IAW FOKKER SRM 53-02-13, PAGE 4, FIGURE 2.									
5320 QXEA	476US 11224	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		2/2/98 QXEA9800275
THERE IS A CLIP CRACKED FRAME 8205 AT STRINGER 28. REPAIRED IAW FOKKER SRM 53-02-13, PAGE 4, FIGURE 2.									
5320 QXEA	476US 11224	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		2/6/98 QXEA9800250
THERE IS A CLIP CRACKED FRAME 13815A STRINGER 2. REPAIRED IAW FOKKER SRM 53-02-13, FIGURE 2 AND SRM 51-31-01.									
5320 QXEA	476US 11224	FOKKER F28MK4000				ANGLE	CRACKED FUSELAGE		2/7/98 QXEA9800306
LEFTHAND OBLIQUE FRAME 50-2 CONNECTION ANGLE IS CRACKED IN 2 PLACES AT STRINGER 27. REPAIRED IAW FOKKER SRM 53-02-13, PAGE 6, FIGURE 4 REPAIR SCHEME 2.									
5320 QXEA	476US 11224	FOKKER F28MK4000				CLIP	CRACKED CABIN		2/3/98 QXEA9800282
INSIDE CABIN FRAME 12875 HAS A CRACKED CLIP BETWEEN STRINGERS 33-34. REPAIRED IAW FOKKER SRM 53-02-13, PAGE 4, FIGURE 2.									

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5320 QXEA	476US 11224	FOKKER F28MK4000				CLIP	CRACKED CABIN	2/3/98	QXEA9800281
INSIDE CABIN FRAME 12875 HAS CRACKED CLIP BETWEEN STRINGER 35-36. REPAIRED IAW FOKKER SRM 53-02-13, PAGE 4, FIGURE 2.									
5320 QXEA	476US 11224	FOKKER F28MK4000				CLIP	CRACKED CABIN	2/3/98	QXEA9800280
INSIDE CABIN FRAME 12875 HAS CRACKED CLIP BETWEEN STRINGERS 29-30. REPAIRED IAW FOKKER SRM 53-02-13, FIGURE 2.									
5320 QXEA	476US 11224	FOKKER F28MK4000				CLIP	CRACKED CABIN	2/3/98	QXEA9800279
INSIDE CABIN FRAME 13345 HAS A CRACKED CLIP BETWEEN STRINGERS 33-34. REPAIRED IAW FOKKER SRM 53-02-13, PAGE 4, FIGURE 2.									
5320 QXEA	476US 11224	FOKKER F28MK4000				CLIP	CRACKED CABIN	2/3/98	QXEA9800278
INSIDE CABIN FRAME 13815A HAS A CRACKED CLIP BETWEEN STRINGERS 26-273. REPAIRED IAW FOKKER SRM 53-02-13, FIGURE 2.									
5320 QXEA	476US 11224	FOKKER F28MK4000				CLIP	CRACKED CABIN	2/3/98	QXEA9800277
INSIDE CABIN FRAME 13815A HAS CRACKED CLIP BETWEEN STRINGER 41-42. REPAIRED IAW FOKKER SRM 53-02-13, FIGURE 2.									
5320 QXEA	476US 11224	FOKKER F28MK4000				CLIP	CRACKED CABIN	2/3/98	QXEA9800276
INSIDE CABIN FRAME 13815A HAS A CRACKED CLIP BETWEEN STRINGER 48-49. REPAIRED IAW FOKKER SRM 53-02-13, PAGE 4, FIGURE 2.									
5320 QXEA	476US 11224	FOKKER F28MK4000				CLIP	CRACKED CABIN	2/3/98	QXEA9800287
INSIDE CABIN FRAME 12405 HAS A CRACKED CLIP BETWEEN STRINGERS 33-34. REPAIRED IAW FOKKER SRM 53-02-13, PAGE 4, FIGURE 2.									
5320 QXEA	476US 11224	FOKKER F28MK4000				ANGLE	CRACKED FUSELAGE	2/7/98	QXEA9800313
RIGHTHAND CONNECTION ANGLE CRACKED AT RIGHTHAND OBLIQUE FRAME 16-2 AT STRINGER 49. REPAIRED IAW FOKKER SRM 53-02-13, PAGE 6, FIGURE 4.									
5320 QXEA	476US 11224	FOKKER F28MK4000				CLIPS	CRACKED WS 1700	2/5/98	QXEA9800326
AT WS 1700 AND STRINGER 2.24 THERE IS A CRACK IN THE ANGLE ATTACH CLIPS. REPAIRED IAW FOKKER SRM 51-30-02 AND SRM 51-31-01.									
5320 QXEA	476US 11224	FOKKER F28MK4000				CLIP	CRACKED WS 1700	2/5/98	QXEA9800325
AT THE WS 1700 AND STRINGER 2.23 THERE IS A CRACK IN THE ATTACH ANGLE CLIP. REPAIRED IAW FOKKER SRM 51-30-02 AND SRM 51-31-01.									
5320 QXEA	476US 11224	FOKKER F28MK4000				CLIP	CRACKED WS 1700	2/5/98	QXEA9800324
AT WS 1700 AND STRINGERR 2-22 THERE IS A CRACK IN THE ATTACH ANGLE CLIP. REPAIRED IAW FOKKER SRM 51-30-02 AND SRM 51-31-01.									
5320 QXEA	476US 11224	FOKKER F28MK4000				CLIP	CRACKED WS 1700	2/5/98	QXEA9800323
AT WS 1700 AND STRINGER 2-21 THERE IS A CRACK IN THE ATTACH ANGLE CLIP. REPAIRED IAW FOKKER SRM 51-30-02 AND SRM 51-31-01.									

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5320 QXEA	476US 11224	FOKKER F28MK4000				CLIP	CRACKED WS 1700		2/5/98 QXEA9800322
AT WS 1700 AND STRINGER 2.20 THERE IS A CRACK IN THE ATTACH ANGLE CLIP. REPAIRED IAW FOKKER SRM 51-30-02 AND SRM 51-31-01.									
5320 QXEA	476US 11224	FOKKER F28MK4000				CLIP	CRACKED WS 1700		2/5/98 QXEA9800321
AT WS 1700 AND STRINGER 2.19 THERE IS A CRACK IN THE ATTACH ANGLE CLIP. REPAIRED IAW FOKKER SRM 51-30-02 AND SRM 51-31-01.									
5320 QXEA	476US 11224	FOKKER F28MK4000				CLIP	CRACKED WS 1700		2/5/98 QXEA9800320
AT WS 1700 AND STRINGER 2.18 THERE IS A CRACK IN THE ATTACH ANGLE CLIP. REPAIRED IAW FOKKER SRM 51-30-02 AND SRM 51-31-01.									
5320 QXEA	476US 11224	FOKKER F28MK4000				ANGLE	CRACKED FUSELAGE		2/7/98 QXEA9800304
LEFTHAND OBLIQUE FRAME 41-2 CONNECTION ANGLE CRACKED PASSED STOP DRILL AT STRINGER 30 INBOARD AFT. REPAIRED IAW FOKKER SRM 53-02-13, PAGE 8.									
5320 QXEA	476US 11224	FOKKER F28MK4000				ANGLE	CRACKED FUSELAGE		2/7/98 QXEA9800314
RIGHTHAND OBLIQUE FRAME 16-2 HAS CONNECTION ANGLE CRACKED AT STRINGER 50. REPAIRED IAW FOKKER SRM 53-02-13, PAGE 6, FIGURE 4.									
5320 QXEA	476US 11224	FOKKER F28MK4000				ANGLE	CRACKED FUSELAGE		2/7/98 QXEA9800305
LEFTHAND OBLIQUE FRAME 41-2 CONNECTION ANGLE CRACKED AT STRINGER 20 AFT SIDE. REPAIRED IAW FOKKER SRM 53-02-13, PAGE 7.									
5320 QXEA	476US 11224	FOKKER F28MK4000				ANGLE	CRACKED FUSELAGE		2/7/98 QXEA9800312
RIGHTHAND OBLIQUE FRAME 32-2 CONNECTION ANGLE CRACKED ON AFT SIDE AT STRINGER 47. REPAIRED IAW FOKKER SRM 53-02-13, FIGURE 4, PAGE 6.									
5320 QXEA	476US 11224	FOKKER F28MK4000				ANGLE	CRACKED FUSELAGE		2/7/98 QXEA9800311
RIGHTHAND OBLIQUE FRAME 32-2 CONNECTION ANGLE CRACKED AFT SIDE AT STRINGER 44-43. REPAIRED IAW FOKKER SRM 53-02-13 PAGE 6, FIGURE 4.									
5320 QXEA	476US 11224	FOKKER F28MK4000				ANGLE	CRACKED FUSELAGE		2/7/98 QXEA9800310
RIGHTHAND OBLIQUE FRAME 41-2 CONNECTION ANGLE REPAIR CRACKED AT TOP AFT ATTACH AREA. REPAIRED IAW FOKKER SRM 53-02-13, 51-10-4 AND 53-10-05.									
5320 QXEA	476US 11224	FOKKER F28MK4000				ANGLE	CRACKED FUSELAGE		2/7/98 QXEA9800309
RIGHTHAND OBLIQUE FRAME 50-2 CONNECTION ANGLE HAS CRACKED PASSED STOP DRILL FORWARD SIDE AT STRINGER 48. REPAIRED IAW FOKKER SRM 51-30-02 AND 51-31-01.									
5320 QXEA	476US 11224	FOKKER F28MK4000				ANGLE	CRACKED FUSELAGE		2/7/98 QXEA9800308
LEFTHAND OBLIQUE FRAME 32-2 CONNECTION ANGLE HAS CRACKED PASSED STOP DRILL ON AFT SIDE AT STRINGER 27. REPAIRED IAW FOKKER SRM 51-31-01 AND 51-30-02 AND 53-02-13, FIGURE 4, PAGE 6.									
5320 QXEA	476US 11224	FOKKER F28MK4000				ANGLE	CRACKED FUSELAGE		2/7/98 QXEA9800307
LEFTHAND SIDE OBLIQUE FRAME 32-2 CONNECTION ANGLE IS CRACKED PASSED STOP DRILL AT STRINGER 30 INBOARD. REPAIRED IAW FOKKER SRM 51-31-01, 51-30-02 AND SRM 53-02-13, FIGURE 4, PAGE 6.									

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5320 QXEA	476US 11224	FOKKER F28MK4000				CLIP	CRACKED CABIN		2/3/98 QXEA9800283
INSIDE CABIN FRAME 12875 HAS A CRACKED CLIP BETWEEN STRINGERS 41-42. REPAIRED IAW FOKKER SRM 53-02-13, PAGE 4, FIGURE 2.									
5320 QXEA	476US 11224	FOKKER F28MK4000				CLIP	CRACKED WS 1700		2/5/98 QXEA9800318
AT WS 1700 AND STRINGER 2.15 THERE IS A CRACK IN THE ATTACH ANGLE CLIP. REPAIRED IAW FOKKER SRM 51-30-02 AND SRM 51-31-01.									
5320 QXEA	476US 11224	FOKKER F28MK4000				BEAM	CRACKED FUSELAGE		2/7/98 QXEA9800266
CRACK INDICATION ON LOWER SIDE OF BEAM 2 AT LOCATION BL 550L. CRACK INDICATION IS APPROXIMATELY .375 TO .5 INCH LONG. REPAIRED IAW FOKKER SRM 53-02-18, PAGE 33, FIGURE 13.									
5320 QXEA	476US 11224	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		2/2/98 QXEA9800274
THERE IS A CLIP CRACKED FRAME 8305 AT STRINGER 17. REPAIRED IAW FOKKER SRM 53-02-13, PAGE 4, FIGURE 2.									
5320 QXEA	476US 11224	FOKKER F28MK4000				CLIP	CRACKED CABIN		2/3/98 QXEA9800286
INSIDE CABIN FRAME 12405 HAS CRACKED CLIP BETWEEN STRINGERS 31-32. REPAIRED IAW FOKKER SRM 53-02-13, PAGE 4, FIGURE 2.									
5320 QXEA	476US 11224	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		2/6/98 QXEA9800257
THERE IS A CRACKED CLIP AT FRAME 13815B STRINGER 73. REPAIRED IAW FOKKER SRM 53-02-13, FIGURE 2.									
5320 QXEA	476US 11224	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		2/6/98 QXEA9800258
THERE IS A CRACKED CLIP AT FRAME 13815A STRINGER 2. REPAIRED IAW FOKKER SRM 53-02-13, FIGURE 2 AND SRM 51-31-4.									
5320 QXEA	476US 11224	FOKKER F28MK4000				SKIN	DENTED CARGO DOORWAY		2/6/98 QXEA9800260
FORWARD CARGO COMPARTMENT FORWARD DOOR AFT SIDE OF DOOR APERTURE AT LOWER SIDE NEXT TO CORNER HAS TWO DENTS. REPAIRED IAW FOKKER SRM 53-02-16, FIGURE 1.									
5320 QXEA	476US 11224	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		2/2/98 QXEA9800267
THERE IS A CLIP CRACKED FRAME 5805 AT STRINGER 35. REPAIRED IAW FOKKER SRM 53-02-13, PAGE 4, FIGURE 2.									
5320 QXEA	476US 11224	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		2/2/98 QXEA9800268
THERE IS A CRACKED CLIP AT FRAME 9305C STRINGER 58 AT 2 RIVETS. REPAIRED IAW FOKKER SRM 53-02-13, PAGE 4, FIGURE 2.									
5320 QXEA	476US 11224	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		2/2/98 QXEA9800269
THERE IS A CRACKED CLIP AT FRAME 5805 STRINGER 473. REPAIRED IAW FOKKER SRM 53-02-13, FIGURE 2.									
5320 QXEA	476US 11224	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		2/2/98 QXEA9800270
THERE IS A CRACKED CLIP AT FRAME 9305 AT STRINGER 49. REPAIRED DAMAGE IAW FOKKER SRM 53-02-12, PAGE 4, FIGURE 1.									

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5320 QXEA	476US 11224	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		2/2/98 QXEA9800271
THERE IS A CRACKED CLIP AT FRAME 9305 STRINGER 48. COMPLETED REPAIR IAW FOKKER SRM 53-02-13, PAGE 4, FIGURE 2.									
5320 QXEA	476US 11224	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		2/2/98 QXEA9800272
THERE IS A CLIP CRACKED AT FRAME 5805 AT STRINGER 16. REPAIRED IAW FOKKER SRM 53-02-13, PAGE 4, FIGURE 2.									
5320 QXEA	476US 11224	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		2/2/98 QXEA9800273
THERE IS A CLIP CRACKED FRAME 6305 AT STRINGER 18. REPAIRED IAW FOKKER SRM 53-02-13, PAGE 4, FIGURE 2.									
5320 QXEA	476US 11224	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		2/6/98 QXEA9800259
THERE IS A CRACKED CLIP FRAME 13815A STRINGER 73. REPAIRED IAW FOKKER SRM 53-02-13, FIGURE 2 AND SRM 51-31-01.									
5320 QXEA	488US 11240	FOKKER F28MK4000				CASTELLATION	CRACKED FRAME 13815		2/27/98 QXEA9800542
PDX - THERE IS A CRACK IN CASTELLATION AT FRAME 13815B AND BETWEEN STRINGERS 3 AND 2. REPAIRED IAW FOKKER SRM 53-02-13, FIGURE 2.									
5320 QXEA	488US 11240	FOKKER F28MK4000				CLIP	CRACKED FRAME 12405		2/23/98 QXEA9800544
PDX - POSSIBLE CRACKED CLIP AFT OF FRAME 12405 AT STRINGER 20. FABRICATED REPAIR IAW FOKKER SRM 53-02-13, FIGURE 2. ETCHED ALODINED AND PRIMED, INSTALLED IAW FOKKER SRM 51-31-01.									
5320 QXEA	488US 11240	FOKKER F28MK4000				CASTELLATION	CRACKED FRAME 13815		2/27/98 QXEA9800543
PDX - CRACK IN CASTELLATION AT FRAME 13815B AND BETWEEN STRINGERS 72 AND 73. REPAIRED IAW FOKKER SRM 53-02-13, FIGURE 2.									
5320 QXEA	488US 11240	FOKKER F28MK4000				CLIP	CRACKED FRAME 12405		2/23/98 QXEA9800548
PDX - POSSIBLE CRACKED CLIP ON AFT SIDE OF FRAME 12405 AT STRINGER 37. FABRICATED REPAIR IAW FOKKER SRM 53-02-13 FIGURE 2. ETCHED, ALODINED AND PRIMED. INSTALLED IAW FOKKER SRM 51-31-01.									
5320 QXEA	488US 11240	FOKKER F28MK4000				CLIP	CRACKED FRAME 16-2		2/27/98 QXEA9800554
PDX - OBLIQUE FRAME 61-2 HAS CRACK IN REPAIR CLIP AT STIRNGER 43. REMOVED DAMAGED CLIP AND INSTALLED NEW CLIP IAW FOKKER SRM 53-10-05, PAGE 601.									
5320 QXEA	488US 11240	FOKKER F28MK4000				CLIP	CRACKED FRAME 12405		2/23/98 QXEA9800549
PDX - CLIP IS CRACKED ON AFT SIDE OF FRAME 12405 AT STRINGER 43. FABRICATED REPAIR IAW FOKKER SRM 53-02-13, FIGURE 2. ETCHED, ALODINED AND PRIMED. INSTALLED IAW FOKKER SRM 51-31-01.									
5320 QXEA	488US 11240	FOKKER F28MK4000				CLIP	MISSING FRAME 41-2		3/19/98 QXEA9800558
PDX - REPAIR MISSING FRAME CLIP 41-2 ABOVE STRINGER 44. REPAIRED MISSING FRAME CLIP IAW FOKKER SRM 53-02-13, PAGE 7 FIGURE 5. ATTACHING RIVETS TO SKIN IAW FOKKER SRM 51-31-01.									

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5320 QXEA	488US 11240	FOKKER F28MK4000				CLIP	CRACKED FRAME 16-2		2/27/98 QXEA9800555
PDX - OBLIQUE FRAME 16-2 HAS 0.7 CRACK IN REPAIR CLIP AT STRINGER 32. INSTALLED REPAIR CLIP IAW FOKKER SRM 53-02-13.									
5330 USAA	867US 11312	FOKKER F28MK0100				SKIN	DELAMINATED BS 24011/24611	15803	5/8/97 USAA970183
PIT - DURING Q-1 CHECK, VISUAL AND CONDUCTIVITY TEST FOUND FUSELAGE SKIN DELAMINATION/DISBONDED AT L/R SKIN, STATION 14011 AND 24611, STRINGER 52-53A AREA AND 21A-23 AREA. CUT OUT AND INSTALLED DOUBLER REPAIR PER US AIRWAYS EA NR 28690A. (M)									
5330 QXEA	476US 11224	FOKKER F28MK4000				SKIN	DENTED CARGO DOORWAY		2/6/98 QXEA9800256
AT FRAME 16660 STRINGER 62 CARGO APERTURE SKIN PANEL IS DENTED AT .065 DEEP. DRILLED OUT AND CUT DAMAGE, AND REPAIRED IAW FOKKER SRM 53-02-16, PAGE 4, FIGURE 2.									
5530 QXEA	476US 11224	FOKKER F28MK4000				FAIRING	DAMAGED VERT STAB		2/15/98 QXEA9800317
VERTICAL STAB BULLET FAIRING HAS HOLE IN SKIN APPROXIMATELY 20 FORWARD OF STAY 26400, LEFTHAND SIDE MANUFACTURED DOUBLE. STOP DRILLED REPAIRED IAW FOKKER SRM 51-31-01, 55-02-03, PAGE 3, FIGURE 1.									
5532 QXEA	476US 11224	FOKKER F28MK4000				PANEL	CRACKED VERT STAB		2/7/98 QXEA9800316
RIB 3.4 IN VERTICAL STAB IS CRACKED AT LEFTHAND AND RIGHTHAND AFT CORNERS AT COVE ATTACH POINT. SPLICED FLANGE ON NOTED RIB PER EA 4-55-46.									
5532 QXEA	476US 11224	FOKKER F28MK4000				PANEL	LOOSE VERT STAB		2/6/98 QXEA9800315
VERTICAL STAB COVE PANEL LEFTHAND AND RIGHTHAND FLAGS HAS LOOSE RIVETS ALMOST ENTIRE LENGTH. REPAIRED IAW FOKKER SRM 51-31-01, 51-31-05, 55-31-01, FIGURE 1.									
5720 QXEA	476US 11224	FOKKER F28MK4000				CLIP	CRACKED WS 1700		2/5/98 QXEA9800319
AT WS 1700 AND STRINGER 2.17 THERE IS A CRACK IN THE ATTACH ANGLE CLIP. REPAIRED IAW FOKKER SRM 51-30-02 AND SRM 51-31-01.									
5730 QXEA	488US 11240	FOKKER F28MK4000				PANEL	CRACKED FUEL TANK		3/3/98 QXEA9800559
PDX - FUEL TANK ACCESS PANEL REBATE 71A, ONE CRACK INDICATION .375 IN LENGTH, AFT OUTBOARD CORNER. REFERENCE ATTACHED HORIZON AIR EA 4-57-99 FOR AUTHORIZATION TO CONTINUE IN-SERVICE WITH INDICATED CRACK.									
7510 USAA	863US 11303	FOKKER F28MK0100	RROYCE TAYMK65015			SHUTOFF VALVE 40E183	INOPERATIVE RT ENGINE		1/19/98 USAAF98008
***** GSO - FLT 875 - FLT EN ROUTE RIC TO CLT, WHEN NR 2 ENGINE ANTI-ICE FAILURE OCCURRED. CREW RESET CIRCUIT BREAKER AND IT POPPED. DUE TO WEATHER CONDITIONS IN CLT, FLIGHT DIVERTED TO GSO. FLT LANDED GSO WITHOUT FURTHER INCIDENT. MAINTENANCE REPLACED RIGHT ENGINE ANTI-ICE VALVE. OPS AND LEAK CHECK OK PER MM 30-21-01 400-814-A. (M)									
5210 BUEA	36PN 42	GULSTM G1159B				SEAL 1159SCB1001	TORN CABIN DOOR		2/15/98 98ZZZX1631
'LOST PRESSURIZATION AT FL 390. COULD NOT CONTROL CABIN. MADE EMERGENCY DESCENT AND RETURNED TO PONTIAC'. REPLACED CABIN DOOR SEAL AND DOOR SEAL CHECK VALVE. GROUND TEST AND FLIGHT TEST OF PRESSURIZATION SYSTEM NORMAL.									

***** DENOTES SIGNIFICANT OCCURRENCE

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2120 VTZA	315UE 41033	JETAIR JETSTM4101				O-RINGS	FAILED GAMA DUCT		10/27/97 VTZA97604
FLT 6316 - RIC-IAD - AIRCRAFT RETURNED TO GATE DUE TO LEFT DUCT FAIL WARNING LIGHT ILLUMINATED. MAINTENANCE INSPECTED AND OPENED DMI 52573, MEL 21-1. MAINTENANCE CLOSED DMI 52573 ON 10-29-97 BY REMOVING AND REPLACING LEFT GAMA DUCT O-RINGS. OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
2611 VTZA	303UE 41015	JETAIR JETSTM4101				SMOKE DETECTOR 7211121100	FAILED BAGG COMPT		10/26/97 VTZA97603
FLT 6354 - TYS-IAD - AIRCRAFT SHUTDOWN ENGINES AND EVACUATED PASSENGERS ON TAXIWAY DUE TO BAGGAGE SMOKE WARNING LIGHT ILLUMINATED ON TAXI. AIRCRAFT WAS FERRIED TO IAD WHERE MAINTENANCE INSPECTED AND REMOVED AND REPLACED BAGGAGE SMOKE DETECTOR, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
2611 VTZA	314UE 41027	JETAIR JETSTM4101				SMOKE DETECTOR	ILLUMINATED BAGGAGE COMPT		12/22/97 VTZA97701
FLT 6483 - IAD-CHS - DURING APPROACH, EXPERIENCED A BAGGAGE SMOKE CAPTION LIGHT ILLUMINATION. AIRCRAFT LANDED WITHOUT INCIDENT AND MAINTENACNE WAS NOTIFIED. MAINTENANCE WAS DISPATCHED AND TROUBLESHOT THE DISCREPANCY. MAINTENANCE CLEANED THE SMOKE DETECTOR AND PERFORMED THE REQUIRED CHECKS. ALL INDICATIONS CHECKED GOOD. AIRCRAFT WAS THEN RELEASED FOR SERVICE. (M)									
2611 VTZA	311UE 41029	JETAIR JETSTM4101				SMOKE DETECTOR 72111211000	FAILED BAGG COMPT		12/25/97 VTZA97707
FLT 6182 - TYS-IAD - DURING CLIMB, AIRCRAFT MADE AN UNSCHEDULED LANDING DUE TO POD BAGGAGE COMPARTMENT SMOKE WARNING LIGHT ILLUMINATED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND OPENED DMI 50429, MEL 52-3. MAINTENANCE CLOSED DMI 50429 ON 12-25-97 BY REMOVING AND REPLACING SMOKE DETECTOR. OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
2611 VTZA	325UE 41063	JETAIR JETSTM4101				SMOKE DETECTOR 72111211000	FAILED BAGGAGE COMPT		12/14/97 VTZA97695
FLT 6497 - DET-IAD - DURING CRUISE, AIRCRAFT MADE AN UNSCHEDULED FLT DUE TO POD SMOKE WARNING LIGHT ILLUMINATED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND OPENED DMI 06686, MEL 26-3. MAINTENANCE CLOSED DMI 06686 ON 12-14-97 BY REMOVING AND REPLACING POD SMOKE DETECTOR, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
2612 VTZA	319UE 41042	JETAIR JETSTM4101				FIRE LOOP 51228532	FAILED LT ENGINE		2/17/98 98ZZM330
FLT 949 - EWR-PIT - DURING TAXI, AIRCRAFT RETURNED TO GATE DUE TO LT ENGINE FIRE WARNING ILLUMINATED. MAINTENANCE INSPECTED AND REMOVED AND REPLACED FIRE DETECTION BOX AND FIRE LOOP, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
2612 VTZA	319UE 41042	JETAIR JETSTM4101				DETECTION BOX 51653151	FAILED LT ENGINE		2/17/98 VTZA98080
FLT 949 - EWR-PIT - DURING TAXI, AIRCRAFT RETURNED TO GATE DUE TO LT ENGINE FIRE WARNING ILLUMINATED. MAINTENANCE INSPECTED AND REMOVED AND REPLACED FIRE DETECTION BOX AND FIRE LOOP, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
2820 VTZA	306UE 41020	JETAIR JETSTM4101				MOTIVE FLOW DRV 9409019	FAILED LT FUEL SYSTEM		2/20/98 VTZA98083
FLT 6517 - LGA-IAD - DURING TAXI, EXPERIENCED A DISCREPANCY WITH THE FUEL CROSSFEED NOT FUNCTIONING PROPERLY. AIRCRAFT RETURNED TO GATE WHERE MAINTENANCE CONTROL AND MAINTENANCE WAS NOTIFIED. AIRCRAFT WAS FERRIED TO IAD MAINTENANCE FACILITY WHERE MAINTENANCE TROUBLESHOT THE DISCREPANCY AND FOUND THE MOTIVE FLOW DRIVE TO BE MALFUNCTIONING. MAINTENANCE REMOVED AND REPLACED THE MOTIVE FLOW DRIVE IAW MX PROCEDURES. ALL CHECKS WERE ACCOMPLISHED AS OUTLINED IN THE MM. AIRCRAFT WAS THEN RELEASED FOR SERVICE. (M)									
2910 RAIA	561HK 41077	JETAIR JETSTM4101				HYDRAULIC SYSTEM	REQ'D SERVICE MAIN HYD SYSTEM		2/12/98 RAIA980212
FLT 7792 - JFK - HYDRAULIC QTY INDICATOR DROPPED BELOW RED LINE ON TAKEOFF ROLL. MAINTENANCE BLED HYDRAULIC ACCUMULATORS AND SERVICED HYDRAULIC SYSTEM. QTY OPERATES NORMALLY. (M)									

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2910 VTZA	327UE 41080	JETAIR JETSTM4101				HYD FITTING	BROKEN NLG STEERING		12/31/97 VTZA97717
FLT NR 6578 - IAD-PWM - DURING CRUISE, A/C MADE AN UNSCHEDULED LANDING DUE TO LOSS OF HYDRAULIC QTY. AIRCRAFT DIVERTED TO BOS AND WENT TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND FOUND BROKEN HYDRAULIC FILTER FITTING TO THE STEERING SELECTOR. MAINTENANCE REMOVED AND REPLACED FITTING AND SERVICED HYDRAULIC SYSTEM, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
3060 RAIA	550HK 41039	JETAIR JETSTM4101				TIMER D45081B	FAILED LT ENGINE		2/4/98 RAIA980204
FLT 7650 - JFK - LEFT PROPELLER DE-ICE FAILED. MAINTENANCE REPLACED LEFT PROPELLER DE-ICE TIMER. (M)									
3160 RAIA	550HK 41039	JETAIR JETSTM4101				SYMBOL GENERATOR 7011672111	FAILED RIGHT	7203	2/24/98 RAIA980214
FLT 7720 - JFK - RIGHT EFIS SYMBOL GENERATOR FAILED. MAINTENANCE REPLACED RIGHT EFIS SYMBOL GENERATOR. (M)									
3160 VTZA	331UE 41099	JETAIR JETSTM4101				SYMBOL GENERATOR 7011672112	FAILED NR 2		12/19/97 VTZA97713
FLT 6150 - IAD-EWR - DURING CRUISE, A/C MADE AN UNSCHEDULED LANDING DUE TO NR 2 SYMBOL GENERATOR FAILURE. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REMOVED AND REPLACED NR 2 SYMBOL GENERATOR, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
3230 VTZA	332UE 41100	JETAIR JETSTM4101				CIRCUIT BREAKER	TRIPPED LANDING GEAR		10/26/97 VTZA97602
FLT 6484 - JFK-BOS - AIRCRAFT MADE A UNSCHEDULED LANDING AT JFK DUE TO GEAR WOULD NOT RETRACT. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND RESET CONTROLLER CIRCUIT BREAKER AND PERFORMED MAF, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
3241 RAIA	571HK 41090	JETAIR JETSTM4101				CONTROLLER 428891	FAILED ANTI-SKID SYSTEM	4094	2/15/98 RAIA980213
FLT 7779 - DCA - ANTI-SKID SYSTEM FAILED ON TAKEOFF. MAINTENANCE REPLACED ANTI-SKID CONTROL UNIT. (M)									
3320 RAIA	574HK 41093	JETAIR JETSTM4101				SOCKET BL10072001	SHORTED CABIN		3/18/98 RAIA980312
FLT 7144 - STL - CREW REPORTED SMOKE IN PASSENGER CABIN. MAINTENANCE INSPECTED AND FOUND OVERHEAD LIGHT SOCKET SHORTED AT SEAT 4A. MAINTENANCE REPLACED LIGHT SOCKET ASSEMBLY AT SEAT 4A. (M)									
3350 VTZA	318UE 41041	JETAIR JETSTM4101				WIRE	BROKEN CABIN		10/24/97 VTZA97601
FLT 6318 - ROA-IAD - MADE A SCHEDULED FLIGHT WITH ONE DISCREPANCY WHICH WAS EMERGENCY LIGHTING ROW 9 INOP. AIRCRAFT WENT TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REPAIRED BROKEN WIRE ON BACK OF LIGHT FIXTURE, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
3350 VTZA	320UE 41043	JETAIR JETSTM4101				FUSE FU248	BLOWN CABIN		2/18/98 VTZA98019
FLT 6254 - AIB-IAD - DURING TAXI, AIRCRAFT RETURNED TO GATE DUE TO EMERGENCY TRACK LIGHTING AND OVERWING LIGHTS INOP. MAINTENANCE INSPECTION AND REMOVED AND REPLACED FUSE. OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
3350 VTZA	316UE 41055	JETAIR JETSTM4101				BATTERY PACK 6134051	DISCHARGED CABIN		11/4/97 VTZA97617
FLT 6371 - EWR-IAD - DURING TAXI, AIRCRAFT MADE A SCHEDULED LANDING AT IAD WITH ONE DISCREPANCY WHICH WAS AFT EMERGENCY LIGHTS INTERIOR AND EXTERIOR INOP. AIRCRAFT WENT TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REMOVED AND REPLACED BATTERY PACK. OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									

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3350 VTZA	331UE 41099	JETAIR JETSTM4101				CONNECTOR	LOOSE CABIN		10/25/97 VTZA97599
FLT 6500 - IAD-LGA - AIRCRAFT MADE A SCHEDULED LANDING AT LGA WITH ONE DISCREPANCY WHICH WAS AFT EMERGENCY TRACK LIGHTING INOP. MAINTENANCE INSPECTED AND FOUND LOOSE CONNECTION. MAINTENANCE SECURED LOOSE CONNECTION, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
3416 RAIA	551HK 41040	JETAIR JETSTM4101				ALTIMETER 4016341905	FLAGGED LT INST PNL		2/24/98 RAIA980215
FLT 7482 - STL - CAPTAINS ALTIMETER FLAGGED ON CLIMB-OUT. MAINTENANCE REPLACED CAPTAINS ALTIMETER. (M)									
3425 RAIA	567HK 41085	JETAIR JETSTM4101				AHRS COMPUTER 7003360948	FAILED E/E COMP	4814	2/25/98 RAIA980217
FLT 7714 - JFK - CAPTAINS EHSI SHOWING 10 TO 15 DEGREE HEADING SPLIT AND HSI WAS ERRATIC. MAINTENANCE REPLACED NR 1 AHRS COMPUTER. (M)									
3442 RAIA	564HK 41081	JETAIR JETSTM4101				RT UNIT 7008470822	FAILED RADOME	3878	3/31/98 RAIA980320
FLT 7460 - STL - WEATHER RADAR FAILED IN FLIGHT. MAINTENANCE REPLACED WEATHER RADAR RECEIVER TRANSMITTER. (M)									
5246 VTZA	308UE 41023	JETAIR JETSTM4101				DOOR 14153133501	MISSING AFT LAVATORY		12/17/97 VTZA97699
FLT 6603 - IAD-EWR - DURING CRUISE, A/C MADE AN UNSCHEDULED LANDING AT EWR WITH ONE DISCREPANCY WHICH WAS THE LAV SERVICE DOOR WAS MISSING. MAINTENANCE INSPECTION AND OPENED DMI 40746, MEL 52-4. MAINTENANCE CLOSED DMI 40746 ON 12-27-97 BY REPLACING LAV DOOR, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
5270 RAIA	558HK 41071	JETAIR JETSTM4101				SWITCH SP4594	OUT OF ADJUST CARGO DOOR	4547	10/1/97 RAIA971001
STL - FLT 7326 - CARGO DOOR LIGHT ILLUMINATED ON TAKEOFF ROLL. MAINTENANCE ADJUSTED AFT CARGO DOOR MICROSWITCH. (M)									
6112 VTZA	302UE 41013	JETAIR JETSTM4101				PROP HEAT	FAILED LT ENGINE		2/17/98 VTZA98078
FLT 6547 - IAD-ROA - DURING CRUISE, AIRCRAFT MADE A UNSCHEDULED LANDING AT IAD DUE TO LEFT PROP HEAT FAILED. AIRCRAFT WENT TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REMOVED AND REPLACED LEFT PROP ASSY. OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
6112 VTZA	305UE 41019	JETAIR JETSTM4101				DE-ICE BOOT B4018317	FAILED LT PROP		2/16/98 VTZA98075
FLT 6454 - IAD-DET - DURING CRUISE, AIRCRAFT MADE AN UNSCHEDULED LANDING AT IAD DUE TO LEFT PROP HEAT FAILED IN ICING CONDITIONS. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REMOVED AND REPLACED LEFT NR 4 PROP DE-ICE BOOT. OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
6112 RAIA	553HK 41066	JETAIR JETSTM4101				BOOT B5JFR36C1104D	FAILED LT PROPELLER	2747	2/5/98 RAIA980209
FLT 7706 - LEFT PROPELLER DE-ICE FAILED IN FLIGHT. MAINTENANCE REPLACED LEFT PROPELLER ASSEMBLY DUE TO FAILED DE-ICE BOOT. (M)									
7320 VTZA	330UE 41098	JETAIR JETSTM4101	GARRTT TPE33114			FUEL CONTROL	OUT OF ADJUST LT ENGINE		11/4/97 VTZA97616
FLT 6186 - LYH-IAD - DURING TAKEOFF, AIRCRAFT ABORTED TAKEOFF DUE TO LEFT ENGINE SLOW TO ACCELERATE. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND ADJUSTED LEFT ENGINE FLIGHT IDLE AND FUEL FLOW, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
7412 RAIA	563HK 41079	JETAIR JETSTM4101	GARRTT TPE33114			EXCITER UNIT 31058865	FAILED RT ENGINE		10/8/97 RAIA971007
FLT 7219 - STL - RIGHT ENGINE IGNITION CIRCUIT BREAKER POPPED WHEN CONTINUOUS IGNITION SELECTED. MAINTENANCE REPLACED RIGHT ENGINE IGNITION EXCITER UNIT. (M)									

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7720 RAIA	559HK 41075	JETAIR JETSTM4101				INLET TEMP SENSR 31055016	FAILED LT ENGINE	5168	1/21/98 RAIA980121
FLT 7478 - STL - LEFT ENGINE INTEGRATED ELECTRONIC CONTROL FAULT ILLUMINATED ACCOMPANIED BY LEFT ENGINE ANTI-ICE FAULT. MAINTENANCE REPLACED LEFT ENGINE INLET TEMPERATURE SENSOR. (M)									
7921 VTZA	311UE 41029	JETAIR JETSTM4101				ACTUATOR SYLC522454	FAILURE LT OIL COOLER		10/21/97 VTZA97592
FLT 6275 - BWI-BOS - DURNG CLIMB, AIRCRAFT MADE AN UNSCHEDULED LANDING DUE TO LEFT OIL COOLER FLAP WOULD NOT CLOSE. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REMOVED AND REPLACED ACTUATOR, OPS CHECK OK. AIRCRAFT WAS APPROVED AND RELEASED FOR SERVICE. (M)									
7261	28CK 045	LEAR 25	GE CJ6106			SEAL	FAILED OIL FILLER NECK	6642	3/7/98 98ZZZX1096
RIGHT ENGINE SHUT DOWN IN-FLIGHT DUE TO LOW OIL PRESSURE. REPLACED FILLER NECK SEAL, INSPECTED OIL FILTER AND CHIP DETECTOR. SERVICED WITH MOBILE JET II. GROUND RUN, LEAKED CHECKED, AND RETURNED TO SERVICE.									
2612 DALA	753DA 193W1189	LKHEED 10113853				CONNECTOR	DIRTY NR 3 ENGINE		4/24/98 DLL19980881
DURING CLIMB, NR 3 ENG FIRE WARNING FIRE HANDLE LT, DETECTOR AND BELL CAME ON WITH LOOP -A- SELECTED -B- LOOP INOP. SHUT DOWN ENG, DISCHARGED BOTTLES. CLEANED CONNECTORS ON NR 3 ENG -A- AND -B-. REPLACED BOTTLES, RAN ENG W/BLDS ON AND OFF AT ALL DIFF PWR SETTINGS PER PFHB. ALL INDS NORM. A/C OK FOR SERVICE.									
2710 DALA	740DA 193C1244	LKHEED 1011385115			21770001DLM	ACTUATOR	BROKEN LT AILERON		2/15/98 DLL14980391
HYD SYS-A FLUID LEVEL DROPPED TO 1/4 DURING CRUISE FLT. UNLATCHED ENG PUMP S/O SWITCH FOR HYD SYS-A AND FLUID LOSS STOPPED. FOUND LT OUTBD ACTUATOR OF INBD AILERON BROKEN AND HYD LINE AT ACT BROKEN. REPLACED SAME PER MM, ALL CKS OK. CKD A-PUMP HYD FILTERS FOR METAL, ALL OK.									
2840 DALA	1732D 193C1213	LKHEED 10113851				BULB 10648LD2591	FAILED NR 3 ENGINE		3/14/98 DLL10980577
WHILE CLIMBING THROUGH FL 35.5 NR 3 ENG FLAMED OUT. IT APPEARS THE NR 3 ENG TANK VLV BECAME UNLATCHED. RELATCHED THE NR 3 ENG TANK VLV SWITCH LIGHT AND RESTARTED ENG, BOTH LIGHT BULBS IN FLOW BAR WERE BURNED OUT. REPLACED NR 3 ENG TANK VLV SWITCH LENS ASSY VALVE AND LIGHT LENS OPERATES GOOD. COMPLETED LOST THRUST REPORT AND INSPECTED ENG INLET, EXHAUST AND CHIP DETECTORS, ALL CKS GOOD. GOOD OIL PRESSURE MAINTAINED DURING EVENT.									
3221 DALA	1731D 193C1200	LKHEED 10113851				FITTING	CRACKED BS 449		4/3/98 DLL10980761
DURING RTN INSPECTION OF THE FS 449 BLKHD WALL, TYP DAMAGE WAS FOUND TO THE RT NLG TRUNNION FITTING. REPAIRED PER ERA 331464-14AD.									
3350 DALA	729DA 193C1180	LKHEED 10113851				POWER PACK 516574	INOPERATIVE CABIN		3/12/98 DLL10980567
4R LARGE EXIT SIGN DOES NOT ILLUM WITH EMERG LTS. REPLACED EMERG POWER PACK AT 4R LOCATION.									
3350 DALA	1738D 193C1234	LKHEED 1011385115				SWITCH	STUCK CABIN		11/30/97 DLL14972510
EMERGENCY LIGHTS WILL NOT ARM OR ILLUMINATE WHEN SWITCH IS IN ON POS. FOUND TEST SW IN LWR GALLEY STUCK IN. FREED SW, OPS CKS OK .									
3350 CKSA	108CK 193N1204	LKHEED 1011385115				POWER PACK	INOPERATIVE CABIN		3/26/98 CKSA98206
DURING TERMINATION OF SERVICE CHECK, FOUND EMERGENCY FLOOR LIGHT 15DE WILL NOT TEST. REMOVED AND REPLACED EMERGENCY LIGHT POWER PACK, OPS CHECK GOOD IAW 33-51-03.									

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3350 CKSA	109CK 193N1205	LKHEED 1011385115				POWER PACK 516574	INOPERATIVE CABIN		1/30/98 CKSA98014
L-4 DOOR EMERGENCY EXIT LIGHT INOP. ASSIGNED DMI NR 128030 IAW AIA MEL 33-51-02-1 ALL SPECIAL PROCEDURES COMPLIED WITH. REMOVED AND REPLACED L-4 POWER PACK. OPS CHECK GOOD IAW 33-60. THIS CLEARS DMI NR 128030.									
3350 DALA	764DA 193H1202	LKHEED 10113853			305	BULB	FAILED EXTERIOR		4/21/98 DLL19980861
R2 EXTERIOR EMERGENCY LIGHT INOP. RELAMPED.									
3350 DALA	755DL 193Y1184	LKHEED 10113853				POWER SUPPLY RPS1B	INOPERATIVE CABIN		3/16/98 DLL15980590
AFT CABIN FLOOR EMERGENCY LIGHTS ON BOTH SIDES INOP. REPLACED POWER SUPPLY.									
3350 DALA	755DL 193Y1184	LKHEED 10113853				BATTERY PACK 20131A	DISCHARGED CABIN		3/16/98 DLL15980589
BATTERY DISCHARGED RAPIDLY BY DEFECTIVE BATTERY CHARGER/ POWER SUPPLY. REPLACED BATTERY PACK.									
3350 DALA	755DL 193Y1184	LKHEED 10113853				BATTERY PACK 20131A	DISCHARGED CABIN		3/16/98 DLL15980591
AFT CABIN EMERGENCY FLOOR LIGHTS INOP BOTH SIDES. REPLACED BATTERY PACK.									
3350 DALA	755DL 193Y1184	LKHEED 10113853				POWER SUPPLY 516574	INOPERATIVE CABIN		3/16/98 DLL15980587
BATTERY PACK WOULD NOT LIGHT CABIN OVERHEAD, AFT GALLEY OR OUTSIDE ESCAPE SLIDE LIGHTS DURING TEST.									
5210 DALA	768DL 193H1216	LKHEED 10113853				CABLE 7424281	BROKEN PAX DOOR		11/30/97 DLL17972522
EMERGENCY OPERATION INOP, ELECT CKS, OK. FOUND ON INITIAL DURING LTR CK. REMOVED AND INSTALLED EMERGENCY ACTUATION CABLE ASSY, OPERATION CHECKED SEVERAL TIMES AND OP'S CK WAS GOOD.									
5310 DALA	1731D 193C1200	LKHEED 10113851				PANEL LS13112	CRACKED FS 380		4/3/98 DLL10980757
FUSE HORIZ PRESSURE DECK PANEL WAS FOUND WITH APPROX 0.75 INCH CRACK. THE CRACK IS LOCATED AT RBL 102 JUST AFT OF FS 378. REPAIRED PER ERA 331483-14.									
5312 DALA	753DA 193W1189	LKHEED 10113853				BULKHEAD CAP 1554194101	CORRODED FS 983		3/15/98 DLL19980580
THE LOWER CAP OF THE FS 983 BULKHEAD WAS FOUND CORRODED NEAR RBL 42.5 STR 28. THE LOWER FLANGE OF THE CAP WAS CUTOUT TO REMOVE THE DAMAGE. TWO REPAIR ANGLES WERE INSTALLED PER ER/A 364233-14, REV C TO REPAIR THE DAMAGE.									
5320 DALA	1731D 193C1200	LKHEED 10113851				PRESSURE DECK	CRACKED BS 395-437		4/3/98 DLL10980754
NLG PRESSURE DECK WAS FOUND CRACKED IN FIVE LOCATIONS. ALL WERE AT THE EDGES OF PAD UP AREAS IN THE PANEL WHERE THE NLG VERT WALL STIFFENERS TIE INTO THE PRESSURE DECK. REPAIRED PER ERA 331507-14.									
5320 DALA	1731D 193C1200	LKHEED 10113851				FITTING 1512169101102	CORRODED BS 901		4/3/98 DLL10980751
TWO OF THE LWR DOOR SILL INBD CAP FITTINGS LOCATED AT FS 901 USED ON BOTH RT AND LT SIDES WERE FOUND CORRODED AND REQUIRED REPLACEMENT. REPAIRED PER ERA 331465-14.									

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5330 DALA	719DA 193C1135	LKHEED 10113851				SKIN	CORRODED BS 328		3/6/98 DLL10980549
THE SKIN AT FS 328 AND LBL 22 WAS FOUND CORRODED NEAR THE CORNER OF THE NOSE LANDING GEAR DOOR CUTOUT. THE EXISTING AD MANDATED MOD DOUBLERS WERE ALSO FOUND CORRODED. THE SKIN WAS TRIMMED AWAY TO REMOVE THE CORROSION AND THE MOD DOUBLERS WERE REMADE TO ENCOMPASS THE DAMAGE. THE REPAIR WAS ACCOMPLISHED PER ER/A 364164-14AD, REV A.									
5330 DALA	1731D 193C1200	LKHEED 10113851				SKIN	CORRODED BS 1615		4/3/98 DLL10980756
MULTI ELEMENT CORROSION WAS FOUND IN THE AFT LT SIDE OF THE C2 CARGO COMPT BETWEEN FS 1585 AND FS 1665. DAMAGE INCLUDES SKIN, STRINGERS, FRAME AND SKIN CLIP. REPAIRED PER ERA 331474-14.									
5330 DALA	1731D 193C1200	LKHEED 10113851				SKIN	CRACKED FS 328		4/3/98 DLL10980758
AT HMV, FS 328 BLKHD EXTRNL SKIN DOUBLERS WERE FOUND CORRODED BETWEEN THE FUSE SKIN AND SKIN DOUBLER. ADDITIONAL INSPECTION FOUND TWO CRACKS IN THE FUSE SKIN AND ORIGNAL INTERNAL DOUBLER. REPAIRED PER ERA 331542-14AD.									
5330 DALA	1731D 193C1200	LKHEED 10113851				SKIN	DENTED BS 718		4/3/98 DLL10980753
DENTS FOUND ON FUSE SKIN FROM 709 TO 730 BETWEEN S22-24. REPAIRED PER ERA 331484-14.									
5330 DALA	1731D 193C1200	LKHEED 10113851				SKIN	CRACKED PAX DOORWAY		3/9/98 DLL10980544
A TYP CRACK WAS FOUND AT THE UPPER AFT CORNER OF THE R1 DOOR PASSENGER DOOR. REPAIRED PER ERA 331475-14.									
5343 DALA	1731D 193C1200	LKHEED 10113851				FITTING	CRACKED BS 449		3/9/98 DLL10980542
DURING RTN INSPECTION OF THE FS 449 BLKHD, TYP DAMAGE WAS FOUND TO THE RT NLG TRUNNION FITTING. THE FITTING HAD A CRACK IN THE INBD FLANGE. THIS CRACK IS TYP PER SB 093-53-233. THIS AC WAS PREVIOUSLY REPAIRED USING THE 1642622-101/-102 PREVENATIVE MOD PER SAME SB. REPAIRED PER ERA 331464 14AD.									
5711 DALA	753DA 193W1189	LKHEED 10113853				SPAR	CRACKED LT/RT WING		2/9/98 DLL19980335
DURING INSPECTION OF THE LT AND RT WING REAR SPAR UPPER CAP FASTENER HOLES PER EO 7-59089-3 SEVERAL CRACK INDICATIONS WERE FOUND ON THE RT REAR SPAR. ALL NON CRACKED HOLES WERE COLD WORKED. THE AREA WAS THEN REPETITIVELY INSPECTED. ALL COVERED BY PREVIOUS ERA 304992-14. A DECISION WAS MADE TO ACCOMPLISH REAR SPAR MOD DUE TO REPETITIVE INSPECTION REQ. REPAIR PER ERA 331265-14AD WHICH TERMINATES ACTION FOR SI7-71067-12AD.									
5711 DALA	756DR 193Y1185	LKHEED 10113853				SPAR	CRACKED LT/RT WING		3/9/98 DLL19980543
DURING INSPECTION OF THE LT AND RT RS UPPER CAP FASTENER HOLES PER EO 7-59089-3 SEVERAL CRACK INDICATIONS WERE FOUND ON THE SPARS. THE REAR SPAR MODIFICATION WILL NOW BE ACCOMPLISHED ON THIS AC. THIS REPAIR DOCUMENTS THE DEVIATIONS (REPAIRS) NEEDED TO COMPLETE THE MOD. REPAIRED PER ERA 331368-14AD.									
5712 DALA	1731D 193C1200	LKHEED 10113851				RIB 1527032308	CRACKED WS 529		4/3/98 DLL10980752
RT WING IWS 529 RIB, UPPER CAP WAS FOUND CRACKED. PART REPLACED PER ERA 331467-14.									
5730 DALA	1731D 193C1200	LKHEED 10113851				SKIN 1527139107	CRACKED WS 570		4/3/98 DLL10980760
WHILE ACCOMPLISHING INSPECTIONS PER SI 7-70958-12AD, A CRACK INDICATION WAS FOUND ON THE LT WING LWR SURFACE AT IWS 570, S10. REPAIRED PER ERA 331492-14AD.									

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5730 DALA	1731D 193C1200	LKHEED 10113851				SKIN 1527140106	CRACKED WS 477		4/3/98 DLL10980759
WHILE ACCOMPLISHING INSPECTION PER SI7-70953-12AD, A CRACK INDICATION WAS FOUND ON THE RT WING LWR SURFACE AT IWS 477, S17. REPAIRED PER ERA 331493-14AD.									
7230 CKSA	103CK 293C1212	LKHEED 1011385115	RROYCE RB211524B02			BLADE	DAMAGED NR 2 ENGINE		2/12/98 CKSA98091
***** AFTER TAKEOFF, NR 2 ENG HAD A LARGE COMPRESSOR STALL WITH A 40 FT TO 50 FT. REPORTED FLAME OUT THE TAIL, OBSERVED BY TOWER, OTHER ACFT AND GROUND PERSONNEL. TGT = 860, ALL OTHER PARAMETERS WITHIN LIMITS. FIRM 71-23-17-02. PERFORMED BORESCOPE INSPECTION ON ENGINE NR 2. LP COMPRESSOR HAS MANY BLADE TIPS DAMAGED ALL WITHIN LIMITS. HP COMPRESSOR HAS FEW BLADE TIPS DAMAGED ALL WITHIN LIMITS. COMBUSTION CAN AND HPT BLADES HAVE NO OBVIOUS DAMAGE IAW MM 72-00-00.									
2910	511TS 5101	LKHEED 132923E				HOSE JH23012	FAILED NR 1 HYD SYSTEM		4/11/98 98ZZZX1616
AIRCRAFT LOST NR 1 HYDRAULIC PRESSURE IN-FLIGHT. ENGINE SHUT DOWN TO AVOID ANY MORE PROBLEMS TO PUMP. FOUND HOLE IN LT MLG ACT HYD HOSE (EXTEND) WOULD NEVER KNOW SINCE HOSE HAS METAL SLEEVING ON IT. NO RECORD OF HOSE BEING CHANGED AND NO REQUIREMENT IN MM TO CHANGE. SUSPECT CAUSE IS AGE AND RECOMMEND THIS PART BE CHANGED EVERY 2,000 HOURS OR 3 YEARS.									
3350 RAAA	1968R 188C2007	LKHEED 188C			INTVLV 873100212	BATTERY PACK 8621014	DISCHARGED CABIN		3/14/98 RAAA98E9010
FWD LT AND AFT LT OVERWING EMERGENCY EXIT EGRESS IDENTIFIER LIGHTS FAILED SERVICE CHECK. CHANGED BATTERY PACKS DUE DISCHARGED.									
5320 RAAA	9744C 188C1140	LKHEED 188C				DOUBLER	CORRODED BS 478-492		2/4/98 RAAA98E4005
DURING SCHEDULED NR 1 CHECK, FOUND STR 40 DOUBLER CORRODED FS 478 TO 492. REPLACED STRINGER DOUBLER PER SRM 53-2-2. M-54 NR 5.									
8011	1910H 258318	RAYTHN HAWKER800XP				BEARING 03601018	FAILED GEN FWD DRV END	416	2/6/98 98ZZZX1097
NR 2 ENGINE STARTER FAILED TO DISENGAGE AUTOMATICALLY AT END OF START SEQUENCE. FOUND STARTER/GENERATOR FORWARD DRIVE END BEARING HAD FAILED ALLOWING SPEED PICKUP GEAR TO CONTACT SPEED SENSOR.									
2312 REXA	347AM 340A039	SAAB SF340A				TRANSCIVER 064102300	FAILED NR 1 VHF		5/14/97 REXA97128
NR 1 COMM FAILED IN FLIGHT. WILL RECEIVE, BUT WILL NOT TRANSMIT. REMOVED AND REPLACED NR 1 COMM. (M)									
2434 REXA	107PX 340A010	SAAB SF340A				GENERATOR 400SG112Q	FAILED LEFT		5/1/97 REXA97127
LEFT GENERATOR FAILED IN FLIGHT. REMOVED AND REPLACED LEFT GENERATOR AND MOUNTING POD. (M)									
2611 PNESA	675PA 206	SAAB 340B			WALTER KIDDE 473079	SMOKE DETECTOR 473079	DIRTY CARGO COMPT	1225	8/19/97 PNESA970819
DURING CLIMB, CARGO SMOKE LIGHT ILLUMINATED. FIRE BOTTLE WAS DISCHARGED LIGHT REMAINED ON. FLIGHT ATTENDANT CHECKED BULKHEAD FOR SMOKE AND HEAT, NONE FOUND. FLIGHT RETURNED WITHOUT INCIDENT.									
2611 WWMA	341SB 340B341	SAAB 340B				SMOKE DETECTOR 72111211000	DIRTY LAVATORY		8/16/97 WWMA9700130
LAVATORY SMOKE LIGHT ILLUMINATES INTERMITTENTLY. MAINTENANCE CLEANED THE LAVATORY SMOKE DETECTOR.									

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2613 PLGA	341BE 340A063	SAAB SF340A				CONNECTOR	WATER CONTAM RT TAILPIPE	2/18/98	PLGA980218D
PWM - FLT 4327 - AFTER TAKEOFF, THE RIGHT TAIL PIPE HOT LIGHT ILLUMINATED. CREW FOLLOWED PROCEDURES AND LIGHT DID NOT EXTINGUISH. THE RIGHT ENGINE WAS SHUT DOWN AND AIRCRAFT RETURNED TO PWM. AIRCRAFT LANDED WITHOUT INCIDENT. MAINTENANCE FOUND WATER IN DETECTOR CONNECTOR. UNIT WAS CLEANED AND SYSTEM TESTED GOOD. (M)									
2613 REXA	407BH 340A078	SAAB SF340A				TAILPIPE	DIRTY RT ENGINE	2/10/98	REXA98047
RIGHT ENGINE TAIL PIPE HOT LIGHT ON IN FLIGHT. REMOVED RIGHT TAILPIPE ASSY. INSPECTED, CLEANED, AND SEALED CONNECTORS. REINSTALED GROUND RUN CHECKS GOOD. (M)									
2613 PLGA	743BA 340A093	SAAB SF340A				CONNECTOR	WATER CONTAM RT ENGINE	2/18/98	PLGA980218C
BOS - FLT 4319 - AFTER TAKEOFF, THE RIGHT ENGINE TAIL PIPE HOT LIGHT ILLUMINATED. CREW FOLLOWED PROCEDURES AND LIGHT EXTINGUISHED. AIRCRAFT RETURNED TO BOS AND LANDED WITHOUT INCIDENT. MAINTENANCE FOUND WATER IN DETECTOR CONNECTOR. UNIT WAS CLEANED AND SYSTEM TESTED GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
2613 MALA	114XJ 340A114	SAAB SF340A				HARNESS M250381209	FAILED RT TAIL PIPE	1/26/98	MALA975940
DURING INSPECTION, RIGHT TAIL PIPE HOT LIGHT IS BROKE. MAINTENANCE REWIRED THE RIGHT I/B DETECTORS, ALL CHECKS GOOD.									
2720 WWMA	343SB 340B343	SAAB 340B				RUDDER STOP 7255700013	BENT RIGHT	8/17/97	WWMA9700132
CREW REPORTS, THE RUDDER DOES NOT CHECK NORMAL. MAINTENANCE FOUND THE RIGHT RUDDER PEDAL HAS RESTRICTED MOVEMENT AND DOES NOT HIT THE STOPS. REPLACED THE RIGHT RUDDER STOP PLATE AND ADDED SHIMS TO THE LEFT RUDDER STOP.									
2750 REXA	403BH 340A060	SAAB SF340A				RETRACT MECH	MALFUNCTIONED TE FLAPS	5/16/97	REXA97129
WHLE AT 180 KNOTS ON CLIMB-OUT, FLAPS WENT TO ALMOST 15 DEGREES WITH NO ONE TOUCHING HANDLE, THEN CAME BACK TO 0. AIRCRAFT DID HAVE A PITCH CHANGE. GROUND RAN FLAPS. COULD NOT DUPLICATE. (M)									
2750 REXA	922MA 340A077	SAAB SF340A				CONTROL BOX 8519M3	FAILED TE FLAPS	5/2/97	REXA97120
FLAPS WILL NOT RETRACT. REMOVED AND REPLACED FLAP CONTROL BOX. (M)									
2910 MALA	592MA 340B199	SAAB 340B				HYD SYST	REQD SERVICE MAIN HYD SYST	1/30/98	MALA975945
AFTER TAKEOFF, HYDRAULIC LIGHT CAME ON, QUANTITY WAS 0, CHECKED ACCUMULATORS, MAIN LOW, EMERGENCY NORMAL. HYDRAULIC PUMP CONTINUED TO RUN UNTIL TURNED OFF. DUE TO WEATHER FLIGHT WAS DIVERTED TO CWA. MAINTENANCE SERVICED HYDRAULIC SYSTEM, PERFORMED GEAR SWINGS, OPS CHECK GOOD.									
2910 MALA	48XJ 048	SAAB SF340A				SWIVEL ASSY	FAILED LT MLG BRAKE	1/30/98	MALA975946
CREW REPORTED THE HYDRAULICS FAILED DURING TAXI OUT TO THE RUNWAY. AIRCRAFT WAS PARTIALLY OFF RUNWAY, AIRCRAFT TOWED BACK TO GATE. MAINTENANCE REPLACE THE LEFT OUT BOARD BRAKE SWIVEL ASSEMBLY. SERVICED SYSTEM, BLED BRAKE, ALL CHECKS GOOD.									
2913 MALA	427XJ 427	SAAB 340B				HYD PUMP 4018502	FAILED NLG WW	3/28/98	MALA976069
ON APPROACH, SELECTED GEAR HANDLE DOWN, PUMP RAN, GEAR UNSAFE LIGHT ILLUMINATED, GEAR DOORS DID NOT OPEN, RECYCLED GEAR AND STILL UNSAFE. CONTACTED MAINTENANCE CONTROL AND PULLED THE T-HANDLE AND PUMPED THE GEAR DOWN, GEAR CAME DOWN WITH THREE GREENS. AIRCRAFT LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED HYDRAULIC PUMP, RELAY 15GA (PN M83536/6-022L) AND SOCKET 15GA-31 (PN RSE120060). ALL CHECKS GOOD.									

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3020 MALA	590MA 340B181	SAAB 340B				THERMAL CONTROL ND00752200	FAILED RT ENGINE	2/1/98	MALA975937
DURING FLIGHT, RIGHT ENGINE INTAKE HEAT LIGHT ILLUMINATED. AIRCRAFT RETURNED TO MSP. MAINTENANCE REPLACED THERMAL CONTROL, RIGHT INTAKE OPS CHECK GOOD.									
3020 REXA	360PX 340B220	SAAB 340B				CONNECTOR	DIRTY RT INTAKE	2/11/98	REXA98052
RIGHT INTAKE LIGHT CYCLES ON AND OFF 10 - 20 SECONDS. CLEANED RT INTAKE HEAT CANNON PLUGS. GROUND RUN FOR 15 MINUTES. OPS CHECK GOOD. (M)									
3020 PLGA	364BE 340B294	SAAB 340B				IPD NH24668083	FAILED LT ENGINE	2/18/98	PLGA980218B
BOS - FLT 4232 - AFTER TAKEOFF, THE LEFT ENGINE INTAKE HEAT FAILED. AIRCRAFT RETURNED TO BOS DUE TO WEATHER CONDITIONS. MAINTENANCE FOUND THE LEFT INLET PROTECTION DEVICE HAD FAILED. UNIT WAS REPLACED AND AIRCRAFT WAS RETURNED TO SERVICE. (M)									
3020 REXA	111PX 340A024	SAAB SF340A				THERMAL CONTROL ND00752200	FAILED RT	2/10/98	REXA98048
RIGHT INTAKE LIGHT COMES ON 5 SECONDS AFTER SWITCHED ON IN FLIGHT. REMOVED AND REPLACED RIGHT ENGINE INTAKE HEAT THERMAL CONTROLLER. (M)									
3020 REXA	325PX 340A051	SAAB SF340A				CONNECTOR	DIRTY RIGHT	2/10/98	REXA98049
RIGHT INTAKE OFF AND ON. CLEANED ALL INTAKE CANNON PLUGS. PERFORMED GROUND RUN. COULD NOT DUPLICATE DISC. (M)									
3020 PLGA	341BE 340A063	SAAB SF340A				INTAKE NH24668081	OVERHEATED RT ENGINE	6/13/97	PLGA970613B
LGA - FLT 4554 - THE ENGINE INTAKE HEAT WAS SELECTED ON DURING FLIGHT FROM MHT-LGA. CREW REPORTED RIGHT INTAKE FAIL LIGHT ILLUMINATED ALONG WITH A FAINT ODOR OF SMOKE. THE INTAKE WAS SELECTED OFF. AIRCRAFT CONTINUED AND LANDED WITHOUT INCIDENT. MAINTENANCE FOUND A BURNED AND OVERHEATED AREA IN THE RIGHT LOWER INTAKE. REPLACED INTAKE AND SYSTEM CHECKED GOOD. (M)									
3020 PLGA	744BA 340A105	SAAB SF340A				RELAY M8535362024L	FAILED RT ENGINE	2/4/98	PLGA980204B
BOS - FLT 4289 - SHORTLY AFTER DEPARTURE, THE RIGHT ENGINE INTAKE HEAT FAILED. AIRCRAFT RETURNED TO BOS AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED THE RIGHT HEAT DRIVER RELAY. SYSTEM TESTED GOOD. (M)									
3020 PLGA	346BE 340A150	SAAB SF340A				CONTROL ND00752208	FAILED LT ENGINE	2/4/98	PLGA980204C
BOS - FLT 4308 - AFTER TAKEOFF, THE LEFT ENGINE INTAKE HEAT FAILED. AIRCRAFT RETURNED TO BOS AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED THE LEFT THERMAL CONTROL. SYSTEM TESTED GOOD. (M)									
3213 MALA	98XJ 340A098	SAAB SF340A				AXLE AIR127310	FAILED MLG	5/12/97	MALA975405
AFTER TAKEOFF, THE LEFT OUTBOARD MAIN TIRE FELL OFF. AIRCRFT LANDED WITH NO INCIDENTS IN DTW. MAINTENANCE REPLACED INBOARD AND OUTBOARD BRAKES AND WHEELS, AXLE AND LEFT ANTI-SKID TRANSDUCER. ALL CHECKS GOOD. (M)									
3230 MALA	595MA 340B216	SAAB 340B				RETRACT MECH	MALFUNCTIONED LANDING GEAR	3/15/98	MALA976053
ON DEPARTURE, THE LANDING GEAR DID NOT RETRACT WITH PROPER PRESSURE ON HYDRAULIC GAUGE. CREW RECYCLED AS PER QRH AND THE GEAR DID RETRACT. AIRCRAFT LANDING IN DTW WITHOUT INCIDENT. MAINTENANCE PERFORMED SEVERAL OPS CHECKS, BLED AND SEVICED HYDRAULIC SYSTEM. ALL CHECKS GOOD.									
3230 REXA	344AM 340A030	SAAB SF340A				RELAYS MS2740017	FAILED E/E COMPT	5/19/97	REXA97133
AFTER TAKEOFF, GEAR WOULD NOT RETRACT. OAT AND CONFIG LIGHT ON. REMOVED AND REPLACED RELAYS. (M)									

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3240 MALA	429XJ 429	SAAB 340B				TIRE 5010488	INTERNAL FAULT RT MLG		2/11/98 MALA975973
ON LANDING ROLL OUT, THE TOWER INDICATED SMOKE OR SIGNS OF HOT BRAKE ON RIGHT SIDE. ALSO, LOSS OF TOTAL BRAKE EFFECTIVENESS AND ANTI-SKID WARNING. MAINTENANCE REPLACED RIGHT TIRES AND INSPECTED BRAKES. HIGH SPEED TAXI CHECKS GOOD.									
3241 MALA	68XJ 068	SAAB SF340A				CONTROL VALVE 39647	FAILED ANTI-SKID SYST		2/11/98 MALA975979
ON APPROACH, ANTI-SKID LIGHT ILLUMINATED. AIRCRAFT RETURNED TO MSP. MAINTENANCE REPLACED THE ANTI-SKID CONTROL VALVE AND CONTROL BOX (P/N 42-683-3), (S/N 566). ALL CHECKS GOOD.									
3246 SIMA	388AE 340B388	SAAB 340B				WHEEL 50092361	BROKEN NR 1 WHEEL		2/19/98 SIMA980501
DFW - FLT 3804 - NR 1 MAIN WHEEL, ONE-THIRD OF RIN BROKEN OFF, CAUSING THE TIRE TO LOOSE PRESSURE. RAID TIRE SHEEL ASSY, RAID NR 2 TIRE WHEEL ASSY AS PRECAUTIONARY. PERFORMED VISUAL INSPECTION FOR EXTERIOR DAMAGE TO SKIN, NO DISCREPANCIES NOTED. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
3260 MALA	68XJ 068	SAAB SF340A				CONNECTOR	CONTAMINATED RT WOW SW		2/5/98 MALA975976
ON APPROACH, WHEN GEAR SELECTED DOWN, THREE GREEN ANTI-SKID CAUTION LIGHTS ILLUMINATED. AIRCRAFT WAS DIVERTED TO DTW. MAINTENANCE FOUND OIL RESIDUE IN RIGHT INBOARD WOW HARNESS CONNECTOR IN GEARWELL, CLEANED CANNON PLUG. ALL CHECKS GOOD.									
3320 SIMA	397AE 340B397	SAAB 340B				LIGHT SOCKET 6500111	BURNED LAVATORY		3/5/98 SIMA980642
ABI - FLT 3812 - CREW DIVERTED TO ABI WHILE EN ROUTE TO DFW WITH A LAV SMOKE LIGHT AND SMELL. MTX FOUND A LIGHT SOCKET IN LAV THAT WAS GETTING HOT. REPLACED FLUORESCENT LAMP SOCKET AND C/W WITH SB 340-33-047. PERFORMED OPERATIONAL CHECK SATISFACTORILY AND RETURNED AIRCRAFT TO SERVICE. (X)									
3350 MALA	590MA 340B181	SAAB 340B				BULB 1013073	FAILED CABIN		12/29/97 MALA975842
DURING INSPECTION, ONE OVERHEAD AND ONE FLOOR TRACK LIGHT INOP. MAINTENANCE RELAMPED EMERGENCY LIGHTING, ALL CHECKS GOOD.									
3350 MALA	590MA 340B181	SAAB 340B				BATTERY PACK 6104789	DISCHARGED CABIN		1/31/98 MALA975935
DURING INSPECTION EMERGENCY EXIT LIGHT TEST FAILED. MAINTENANCE REPLACED ALL 5 BATTERY PACKS FOR EMERGENCY LIGHTS, OPS CHECK GOOD.									
3350 MALA	592MA 340B199	SAAB 340B				LIGHT	INOPERATIVE CABIN		2/14/98 MALA975974
DURING INSPECTION, EMERGENCY LIGHT ROW 3CD INOP. MAINTENANCE RESECURED PANEL, OPS CHECK GOOD.									
3350 MALA	595MA 340B216	SAAB 340B				LIGHT 7239410802	INOPERATIVE CABIN		5/11/97 MALA975402
DURING INSPECTION, ROW 6 EMERGENCY LIGHT WAS FOUND TO BE INOP. MAINTENANCE REPLACED LAMP AND SOCKET ASSEMBLY. OPS CHECK GOOD. (M)									
3350 MALA	595MA 340B216	SAAB 340B				FUSE 192411A	FAILED CABIN		5/12/97 MALA975406
DURING INSPECTION, EMERGENCY EXIT LIGHT FOR FLOOR TRACK WAS FOUND TO BE INOP. MAINTENANCE REPAIRED ASSEMBLY AND INSTALLED FUSE LOCATED BELOW FLOORBOARDS. OPS CHECK GOOD. (M)									
3350 WWMA	254AE 340B254	SAAB 340B				BATTERY PACK 6013211	DISCHARGED CABIN		8/18/97 WWMA9700131
EMERGENCY LIGHTS ABOVE THE CABIN ENTRANCE DOOR AND ABOVE THE FLIGHT ATTENDENTS SEAT FAIL TO ILLUMINATE ON TEST. REPLACED EMERGENCY BATTERY PACK 21LN.									

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3350 MALA	417XJ 340B417	SAAB 340B				CONNECTOR	LOOSE CABIN		4/21/98 MALA976104
DURING INSPECTION EMERGENCY EXIT LIGHT ADJACENT TO MAIN DOOR INOP. MAINTENANCE RECONNECTED CANNON PLUG ON SWING OUT GALLEY. ALL EMERGENCY LIGHTS OPS CHECK GOOD.									
3350 MALA	417XJ 340B417	SAAB 340B				SWITCH AML21GBA2CD	BROKEN CABIN		12/26/97 MALA975833
DURING INSPECTION, THE EMERGENCY LIGHTS IN THE CABIN ARE INOP. MAINTENANCE FOUND SWITCH ON FLIGHT ATTENDANT PANEL BROKEN. REPLACED SWITCH, ALL CHECKS GOOD.									
3350 MALA	435XJ 435	SAAB 340B				CONNECTOR	LOOSE CABIN		2/16/98 MALA975975
DURING INSPECTION, EMERGENCY EXIT SIGN ABOVE FLIGHT ATTENDANT INOP. MAINTENANCE RESECURED CANNON PLUG, OPS CHECK GOOD.									
3350 MALA	41XJ 041	SAAB SF340A				PANEL 7239025502	LOOSE CABIN		3/22/98 MALA976072
DURING INSPECTION, EMERGENCY LIGHT ON OVERHEAD PANEL WILL NOT STAY SECURED. MAINTENANCE REPLACED EMERGENCY OVERHEAD PANEL, OP'S CHECK GOOD.									
3350 MALA	68XJ 068	SAAB SF340A				BATTERY PACKS 6104789	DISCHARGED CABIN		3/27/98 MALA976070
DURING INSPECTION EMERGENCY LIGHTS INOP. MAINTENANCE FOUND EMERGENCY PACKS DEAD. REMOVED AND REPLACED EMERGENCY BATTERY PACKS, OPS CHECK GOOD.									
3350 MALA	68XJ 068	SAAB SF340A				LENS	BROKEN CABIN		3/27/98 MALA976071
DURING INSPECTION, FLIGHT ATTENDANT'S EMERGENCY LIGHT LENSE COVER BUTTON IS BROKEN. MAINTENANCE REPLACED EMERGENCY LIGHT LENS COVER, OPS CHECK GOOD.									
3350 MALA	98XJ 098	SAAB SF340A				BULB OL307115	FAILED CABIN		1/31/98 MALA975933
DURING INSPECTION, PASSENGER DOOR EMERGENCY EXIT LIGHT INOP. MAINTENANCE RELAMPED EMERGENCY EXIT LIGHT, OPS CHECK GOOD.									
3350 MALA	99XJ 099	SAAB SF340A				BULB 1317	FAILED CABIN		1/29/98 MALA975925
DURING INSPECTION, EMERGENCY OVERHEAD LIGHT INOP AT SEAT 2C. MAINTENANCE RELAMPED EMERGENCY LIGHT, OPS CHECK GOOD.									
3350 MALA	119XJ 119	SAAB SF340A				BULB 1317	FAILED CABIN		1/29/98 MALA975939
DURING INSPECTION, ONE EMERGENCY LIGHT INOP. MAINTENANCE RELAMPED EMERGENCY LIGHT, ALL CHECKS GOOD.									
3350 MALA	89XJ 340A089	SAAB SF340A				BATTERY PACK 6104789	DISCHARGED CABIN		5/13/97 MALA975409
DURING PREFLIGHT INSPECTION, CREW REPORTED SEVERAL FLOOR AND CABIN COVE EMERGENCY LIGHTS INOP. INBOUND CREW LEFT EMERGENCY LIGHTS ON. MAINTENANCE REPLACED BATTERY PACKS. (M)									
3350 MALA	991XJ 340A091	SAAB SF340A				LIGHT 7239410802	FAILED CABIN		5/10/97 MALA975400
DURING INSPECTION, EMERGENCY LIGHT 6A WAS FOUND TO BE INOP. MAINTENANCE RELAMPED. OPS CHECK GOOD. (M)									
3350 MALA	99XJ 340A099	SAAB SF340A				BATTERY PACK 6104789	DISCHARGED CABIN		5/9/97 MALA975396
DURING PREFLIGHT INSPECTION, EMERGENCY LIGHTS WENT OUT AFTER A FEW MINUTES. MAINTENANCE REPLACED BATTERY PACKS. OPS CHECK GOOD. (M)									

***** DENOTES SIGNIFICANT OCCURRENCE

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3350 MALA	102XJ 340A102	SAAB SF340A				BULB 1317	FAILED CABIN		6/19/97 MALA975474
DURING INSPECTION, 9A OVERHEAD EMERGENCY LIGHT WAS FOUND TO BE INOP. MAINTENANCE RELAMPED. OPS CHECK GOOD. (M)									
3350 MALA	102XJ 340A102	SAAB SF340A				BATTERY PACK 6104789	DISCHARGED CABIN		5/13/97 MALA975408
DURING INSPECTION, FIVE EMERGENCY LIGHTS WERE FOUND TO BE INOP. MAINTENANCE REMOVED AND REPLACED BATTERY PACK. (M)									
3350 MALA	102XJ 340A102	SAAB SF340A				BATTERY PACK 6104789	DISCHARGED CABIN		5/10/97 MALA975399
DURNG PREFLIGHT INSPECTION, THREE FLOOR EMERGENCY LIGHTS WERE FOUND TO BE INOP. MAINTENANCE REPLACED AFT BATTERY PACK. OPS CHECK GOOD. (M)									
3350 MALA	102XJ 340A102	SAAB SF340A				BULB 1317	FAILED CABIN		12/25/97 MALA975831
DURING INSPECTION, THE EMERGENCY LIGHT AT ROW 8 AND 9 INOP. MAINTENANCE RELAMPED EMERGENCY LIGHT, ALL CHECKS GOOD.									
3350 MALA	107XJ 340A107	SAAB SF340A				BATTERY PACK 6104789	DISCHARGED CABIN		1/29/98 MALA975941
DURING INSPECTION, EMERGENCY LIGHT INOP OVER SEATS 1 C/D AND 3 C/D. MAINTENANCE REPLACED POSITION 20LN BATTERY PACK, OPS CHECK GOOD.									
3350 MALA	107XJ 340A107	SAAB SF340A				BATTERY PACK 6104789	DISCHARGED CABIN		1/28/98 MALA975942
DURING INSPECTION, SEVERAL EMERGENCY LIGHTS INOP. MAINTENANCE REPLACED ALL EMERGENCY LIGHT BATTERY PACKS, OPS CHECK GOOD.									
3350 MALA	110XJ 340A110	SAAB SF340A				BULB 1317	FAILED CABIN		2/12/98 MALA975971
DURING INSPECTION, SEAT 6A OVERHEAD EMERGENCY LIGHT INOP. MAINTENANCE RELAMPED, OPS CHECK GOOD.									
3350 MALA	110XJ 340A110	SAAB SF340A				BULB 1317	FAILED CABIN		5/12/97 97ZZM672
DURING INSPECTION, FLOOR EMERGENCY EXIT LIGHT AND TWO EMERGENCY OVERHEAD LIGHTS WERE FOUND TO BE INOP. MAINTENANCE RELAMPED. OPS CHECK GOOD. REFERENCE MALA975407.									
3350 MALA	110XJ 340A110	SAAB SF340A				BULB 3071BPEGGPL	FAILED CABIN		5/12/97 MALA975407
DURING INSPECTION, FLOOR EMERGENCY EXIT LIGHT AND TWO EMERGENCY OVERHEAD LIGHTS WERE FOUND TO BE INOP. MAINTENANCE RELAMPED. OPS CHECK GOOD. (M)									
3350 MALA	112XJ 340A112	SAAB SF340A				BULB 1317	FAILED CABIN		2/12/98 MAL975972
DURING INSPECTION, EMERGENCY LIGHT AT ROW 2 AND 3 INOP. MAINTENANCE RELAMPED, OPS CHECK GOOD.									
3350 MALA	112XJ 340A112	SAAB SF340A				BULB 1317	FAILED CABIN		12/25/97 MALA975832
DURING INSPECTION, THE AFT CABIN EMERGENCY LIGHT INOP. MAINTENANCE REPLACED LAMP, ALL CHECKS GOOD.									
3350 MALA	115XJ 340A115	SAAB SF340A				CONNECTOR	LOOSE CABIN		5/10/97 MALA975398
DURING INSPECTION, ROW 1 FLOOR TRACK EMERGENCY LIGHT WAS FOUND TO BE INOP. MAINTENANCE FOUND LOOSE CONNECTOR, RESECURED CONNECTION. OPS CHECK GOOD. (M)									

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3350 MALA	115XJ 340A115	SAAB SF340A				BULB 1317	FAILED CABIN		12/28/97 MALA975838
DURING INSPECTION, 2 OVERHEAD EMERGENCY LIGHTS INOP. MAINTENANCE RELAMPED OVERHEAD LIGHTS, ALL CHECKS GOOD.									
3411 REXA	326PX 340A054	SAAB SF340A				PITOT TUBE	DIRTY LEFT		2/11/98 REXA98050
CAPTAINS AIRSPEED INDICATOR READ 40 KNOTS ON TAKEOFF. CAPTAIN CLEARED LEFT PITOT TUBE AND STATIC PORT. (M)									
3412 REXA	370PX 340B300	SAAB 340B				CIRCUIT BREAKER	TRIPPED COCKPIT		2/12/98 REXA98051
OUTSIDE AIR TEMP INOP. LIGHT CAME ON IN FLIGHT. RESET CIRCUIT BREAKER, NO FIX. PERFORMED GROUND RUNS AT HIGH POWER SETTINGS FOR 15 MIN. COULD NOT DUPLICATE. (M)									
3414 REXA	109PX 340A021	SAAB SF340A				AIRSPEED IND 622535304	INOPERATIVE LT COCKPIT		5/13/97 REXA97126
CAPTAINS AIRSPEED INDICATOR INOP. REMOVED AND REPAIRED CAPTAINS AIRSPEED INDICATOR AND FLIGHT DIRECTOR. (M)									
3418 REXA	341PX 340A142	SAAB SF340A				AOA TRANSDUCER 861CARMODA	POPPING RIGHT		5/16/97 REXA97131
RIGHT STALL FAIL CWP LIGHT ILLUMINATED, POPPING CIRCUIT BREAKER. REMOVED ADN REPLACED RIGHT STALL VANE/AOA TRANSDUCER. (M)									
3420 MALA	590MA 340B181	SAAB 340B				SWITCH	FAILED RIGHT		1/31/98 MALA975936
AFTER TAKEOFF, NR 2 EHSI AND EADI BOTH WENT BLANK, UNABLE TO RESET. MAINTENANCE REPLACED RIGHT AVIONICS SWITCH. NR 2 EHSI AND EADI OPS CHECK GOOD.									
3425 REXA	111PX 340A024	SAAB SF340A				CIRCUIT BREAKER	POPPED RT EFIS SYSTEM		6/19/97 REXA97171
RETURN TO RAMP WITH RT EFIS SYSTEM INOP. RETURNED TO RAMP AND FOUND CIRCUIT BREAKER POPPED. RESET CIRCUIT BREAKER, OPS CHECK GOOD. (M)									
3425 REXA	347AM 340A039	SAAB SF340A				EADI TUBE 6226342022	INOP LEFT		5/8/97 REXA97130
CAPTAINS SIDE NAV FAILED, NO LIGHTED DIGITS, INDICATION OF EFIS FLUCTUATING WILDLY, BURN SMELL. WE MANUALLY PULLED CIRCUIT BREAKER. REMOVED AND REPLACED LEFT EADI TUBE. (M)									
3425 REXA	325PX 340A051	SAAB SF340A				AHARS COMPUTER	MALFUNCTIONED LT/RT		5/2/97 REXA97119
HEADING SPLIT AND COMPARATOR WARNING ON CLIMB-OUT. RERACKED LEFT AND RIGHT AHARS COMPUTER. (M)									
3454 REXA	402BH 340A058	SAAB SF340A				NAV RECEIVER 071128326	INOPERATIVE NR 1 NAV		6/22/97 REXA97174
CAPTAINS NR 1 NAV RADIO INOP. REMOVED AND REPLACED NAV CONTROL UNIT AND NAV RECEIVER. (M)									
3610 MALA	27XJ 027	SAAB SF340A	GE CT75A			WIRE	BROKEN LT AIR VLV		1/31/98 MALA975934
LEFT AIR VALVE LIGHT ILLUMINATED AFTER TAKEOFF. AIRCRAFT RETURNED TO MSP. MAINTENANCE REPAIRED BROKEN WIRE AT CANNON PLUG ON SHUT OFF VALVE AT PIN NR 1, OPS CHECK GOOD.									

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3610 PLGA	743BA 340A093	SAAB SF340A				VALVE 5056T88P01	FAILED RIGHT		2/18/98 PLGA980218A
BGR - FLT 4411 - AFTER TAKEOFF, THE RIGHT AIR VALVE FAIL LIGHT ILLUMINATED. AIRCRAFT RETURNED TO BGR AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED THE RIGHT GARRETT VALVE. SYSTEM CHECKED GOOD. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
6120 PLGA	345BE 340A108	SAAB SF340A				AUTOCOARSEN	MALFUNCTIONED E/E COMPT		2/8/98 PLGA980208A
PWM - FLT 4385 - DURING TAKEOFF, THE AUTOCOARSEN FAILED TO ARM. TAKEOFF WAS ABORTED AND AIRCRAFT RETURNED TO THE GATE. MAINTENANCE RAN AIRCRAFT AND FOUND SYSTEM TO BE OPERATING NORMAL. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
7200 NVEA	204NE 340B204	SAAB 340B	GE CT79B			ENGINE	OVERTEMPED LEFT		2/6/98 98ZZZM328
FLT 5747 - APF - ON APPROACH LEFT ENGINE OVERTEMPED AND THE NG ROLLED BACK. THE CREW ELECTED TO SHUT DOWN THE ENGINE AND LANDED WITHOUT PROBLEMS. REPLACED ENGINE. (M)									
7200 REXA	326PX 340A054	SAAB SF340A	GE CT75A2			ENGINE	OVERTEMPED RIGHT		5/7/97 REXA97116
ABORTED TAKEOFF DUE DUE TO RIGHT ENGINE OVERTEMP, 935 AT 108 TORQUE. SENT MSP MECH TO INSPECT. FOUND NO FAULT WITH ENGINE. PERFORMED GROUND RUN AND MADE 108 AT 920. (M)									
7200 REXA	935MA 340A073	SAAB SF340A	GE CT75A2			ENGINE	MALFUNCTIONED LEFT		6/19/97 REXA97172
RETURNED TO RAMP WITH LEFT ENGINE NOT MAKING TORQUE. GROUND RAN BOTH ENGINES COULD NOT DUPLICATE. (M)									
7530 REXA	347AM 340A039	SAAB SF340A	GE CT75A2			BLEED LINE 7275031503	CRACKED RT ENGINE		6/22/97 REXA97173
RIGHT ENGINE WENT TO 931 DEGREES ON TAKEOFF ABORTED. A/C SENT TO HANGER AND THEY FOUND CRACKED HIGH PRESSURE BLEED LINE. (M)									
7603 REXA	370PX 340B300	SAAB 340B				CONDITION LEVER	OUT OF ADJUST LT ENGINE		2/4/98 REXA98045
LEFT PROP RPM BELOW 1000, AND TORQUE VERY SLOW TO RISE ON TAKEOFF ROLL. RERIGGED LEFT CONDITION LEVER AT SECTOR PULLEY. GROUND RUN AND CTOT CHECKS GOOD. (M)									
7603 MALA	98XJ 098	SAAB SF340A				SOLENOID	LACK OF LUBE FLIGHT IDLE SYST		2/12/98 MALA975981
AFTER TAKEOFF, FLIGHT IDLE STOP OPEN LIGHT ILLUMINATED. AIRCRAFT RETURNED TO MSP. MAINTENANCE COMPLETED OPS CHECK OF FLIGHT IDLE STOP SOLENOID, LUBRICATED SOLENOID. OPS CHECK GOOD.									
7712 MALA	115XJ 340A115	SAAB SF340A				WIRE HARNESS 7292531503	FAILED RT ENGINE		6/18/97 MALA975472
FLT 2904 - DURING CRUISE FLIGHT, THE RIGHT TEMPERATURE GAUGE FLUCTUATED AND THE RIGHT TORQUE GAUGE FLUCTUATED DURING POWER CHANGE. BOTH WERE INTERMITTENT. FLT 2904 RETURNED TO DTW. MAINTENANCE REMOVED AND REPLACED RIGHT HP BLEED VALVE AND RIGHT ENGINE LEFT ELECTRICAL HARNESS. OPS CHECK GOOD. (M)									
7722 PLGA	745BA 340A111	SAAB SF340A				ITT INDICATOR 522861	MALFUNCTIONED RT ENGINE		2/8/98 PLGA980208B
BOS - FLT 4428 - AFTER TAKEOFF, THE RIGHT ITT INDICATOR STARTED FLUCTUATING BETWEEN 800-900 DEGREES. ENGINE WAS SHUT DOWN. AIRCRAFT RETURNED TO BOS AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED RIGHT ITT INDICATOR. SYSTEM CHECKED GOOD, AIRCRAFT WAS RETURNED TO SERVICE. (M)									

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7810 MALA	404XJ 340B404	SAAB 340B				NOZZLE NF24668057	FAILED LEFT EXHAUST	2/1/98 MALA975938	
DURING FLIGHT, THE LEFT INTAKE LIGHT CYCLES ON AND OFF, DUE TO WEATHER CONDITIONS. MAINTENANCE REPLACED LEFT EXHAUST NOZZLE, OPS CHECK GOOD.									
2750 SABA	747HH SH3747	STBROS SD360				RETRACT MECH	MALFUNCTIONED TE FLAPS	10/29/97 SABA970037	
AFTER TAKEOFF FLAP WOULD ONLY RETRACT 3 TO 4 DEGREES. CREW TRIED CYCLING FLAPS WITH NO SUCCESS. PUT FLAPS TO 15 DEGREES AND RTF IN PGV. UPON LANDING FLAPS RETRACTED BUT CAPTAIN SAID THE LEFT FLAP WAS JERKY. CREW OPERATED FLAPS ON THE GROUND. OPS CHECKED GOOD. MAINTENANCE REQUESTED TEST FLIGHT. TEST FLIGHT SUCCESSFUL AIRCRAFT RETURNED TO SERVICE. (M)									
6111		STBROS SD360		HARTZL HCB5MP3		BLADE M10876ASK	CORRODED PROPELLER ASSY	13167 4311	12/1/96 EY2R9601313
BLADE, SN F91132, FOUND CORRODED.									
6110		SWRNGN SA226AT		HARTZL HCB3TN5		SPRING 1826	CORRODED PROPELLER ASSY		12/1/96 EY2R9601309
SPRING CORRODED.									
6110		SWRNGN SA226AT		HARTZL HCB3TN5		BEARING 1851	CORRODED PROPELLER ASSY		12/1/96 EY2R9601337
BEARING CORRODED.									
6110		SWRNGN SA226AT		HARTZL HCB3TN5		BEARING 1851T	CORRODED PROPELLER ASSY		12/1/96 EY2R9601315
BEARING CORRODED.									
6110		SWRNGN SA226AT		HARTZL HCB3TN5		CLAMP 83867	CORRODED PROPELLER ASSY		12/1/96 EY2R9601312
CLAMP CORRODED.									
6110		SWRNGN SA226AT		HARTZL HCB3TN5		SPRING 3498	CORRODED PROPELLER ASSY		12/1/96 EY2R9601310
SPRING CORRODED.									
6110		SWRNGN SA226AT		HARTZL HCB3TN5		BEARING 1851T	CORRODED PROPELLER ASSY		12/1/96 EY2R9601311
BEARING CORRODED.									
3222 MALA	60NE AC760B	SWRNGN SA227AC				STRUT	REQ'D SERVICE NLG	5/11/97 MALA975403	
AFTER TAKEOFF THE NOSE GEAR RED INTRANSIT LIGHT WOULD NOT EXTINGUISH UPON GEAR RETRACTION. MAINTENANCE SERVICED NOSE LANDING GEAR STRUT. COMPLETED GEAR SWINGS. OPS CHECK GOOD. (M)									
6110		SWRNGN SA227AC		MCAULY 4HFR34C652		CYLINDER D6174	CORRODED PROPELLER ASSY	2584	11/1/96 EY2R9601205
CYLINDER CORRODED.									
6110		SWRNGN SA227AC		MCAULY 4HFR34C652		CYLINDER D6174	CORRODED PROPELLER ASSY	2584	11/1/96 EY2R9601204
CYLINDER CORRODED.									

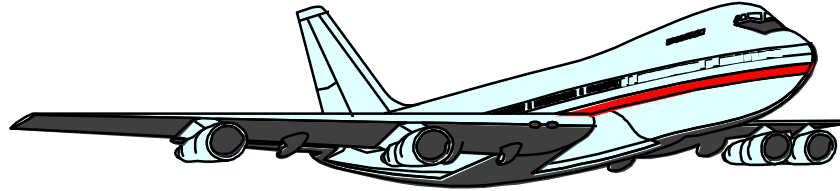
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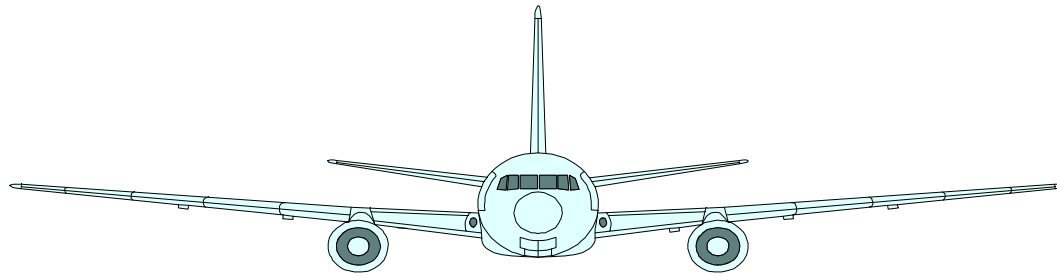
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6110		SWRNGN		MCAULY		FEATHER SPRING	CORRODED	10750	11/1/96
		SA227AC		4HFR34C652		C5328	PROPELLER ASSY	828	EY2R9601201
	CORROSION FOUND ON FEATHER SPRING.								
6110		SWRNGN		MCAULY		REVR5 STOP SCREW	CORRODED	2584	11/1/96
		SA227AC		4HFR34C652		B5162	PROPELLER ASSY		EY2R9601203
	CORROSION FOUND ON REVERSE STOP SCREW.								
6110		SWRNGN		MCAULY		SCREW	CORRODED	2584	11/1/96
		SA227AC		4HFR34C652		A163563	PROPELLER ASSY		EY2R9601202
	SCREW CORRODED.								
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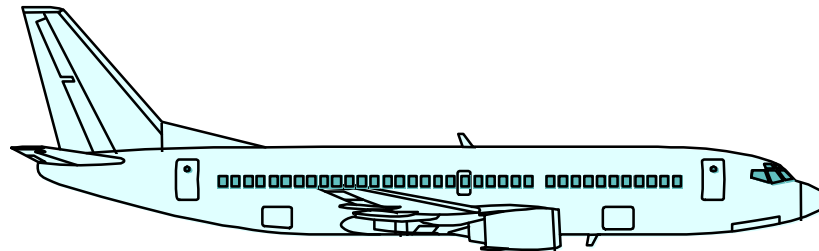
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INTERNATIONAL



SERVICE DIFFICULTY REPORT



INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY**4/26/98 - 5/2/98 ISSUE: 98-18 ZAC-326**

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2752					5052122223	RAM 935B91	CRACKED FLAP ACTUATOR	12/10/97	CA971216065
(CAN) FLAP ACTUATOR FOUND WITH A CRACKED RAM FROM STORES. CRACK STARTED AT THE ROD END RIVET HOLE AND EXTENDED UP THE RAM.									
3221					5081029519	LUG	MIS MFG NLG TORQ KNEE	11/27/97	CA971216062
(CAN) NOSE GEAR TORQUE KNEE LUG ATTACH OFF CENTER BY .0937 INCH. RETURNED TO BEECH.									
7170			LYC ALF502R			TUBE ASSY 2332531	CRACKED ECOLOGY VALVE	11923	10/7/93 CA931108014
(CAN) NR 3 ENGINE DEVELOPED A FUEL LEAK ON ENGINE SHUTDOWN. TUBE ASSEMBLY ECOLOGY VALVE TO FUEL CONTROL FOUND CRACKED. PART TC: 11,923.									
7250			GARRTT TPE33110U		GARRTT	OIL INLET SHIELD 896154	CRACKED TURBINE CASE	8489 466	11/10/93 CA931126010
(CAN) OIL INLET RETAINING SHIELD FOUND CRACKED IN HALF DURING WALK AROUND ON NR 2 ENGINE. SHIELD REPLACED. PART TC: 11,221.									
7260			LYC ALF502R5			HOUSING ASSY 2334351	LOOSE INSERT AGB CHIP DETECTR		10/23/93 CA931112609
(CAN) DURING ROUTINE INSPECTION, MECHANIC FOUND ROSAN INSERT LOOSE WHERE OIL LINE ATTACHES TO HOUSING ON FULL FLOW CHIP DETECTOR ON GEARBOX. DETACHMENT OF THIS LINE WILL CAUSE TOTAL OIL LOSS TO ENGINE. INVESTIGATION INDICATED IMPROPER TORQUE PROCEDURES USED.									
7260			ALLSN 250C20B			OIL SYSTEM	METAL CONTAM NR 1 ENG	5/23/98	CA970609035
(CAN) IN CRUISE, NR 1 ENG MAGNETIC PLUG LIGHT CAME ON, PILOT ZAPPED IT OFF AND LIGHT WENT OUT. APPROX 5 MINUTES LATER, THE LIGHT CAME ON AGAIN AND COULD NOT BE ZAPPED, EXTINGUISHED. NR 1 ENGINE SHUT DOWN AND UNEVENTUAL LANDING CARRIED OUT. ONE SMALL SLIVER OF METAL ON PLUG. PLUG AND FILTER CLEANED, OIL SYSTEM REPLENISHED, GROUND RUN SERVICEABLE.									
7313			GE CF680C		GE	SEALS	DETERIORATED FUEL NOZZLES	15501	10/31/93 CA931108102
(CAN) ON CLIMB THROUGH FL 200, FIRE WARNING RECEIVED ON NR 1 ENGINE. ENGINE WAS SHUTDOWN, FUEL DUMPED. ALL PNEUMATIC DUCT CLAMPS CHECKED. ENGINE FIRE LOOPS A AND B CHECKED NORMAL. ENGINE RUN CARRIED OUT, ALL NORMAL. AIRCRAFT RETURNED TO HOME BASE WITH NR 1 ENGINE PNEUMATIC SYSTEM OFF FOR TAKEOFF AND CLIMB AS SUSPICION STILL FIRE WARNING BROUGHT ON BY PNEUMATIC LEAK. ON RE-INSPECTION, SEALS WERE FOUND BLOWN ON SEVERAL FUEL NOZZLE LOCATIONS CAUSING PNEUMATIC LEAKS. PART TC: 2,663.									
7603			LYC ALF502R5			CABLE HC76H15	FRAYED NR 4 ENG THROTT	9667	11/1/93 CA931112604
(CAN) NR 4 ENGINE THROTTLE CABLE FRAYED, CAUSE NOT DETERMINED. DOES NOT APPEAR TO BE WORN WHEN VIEWED UNDER 10 POWER MAGNIFYING GLASS. CABLE SENT TO LAB. PART TC: 10,287.									
7732			GE CF680C			VIBROMETER	INTERMITTENT NR 1 ENG	18730	10/9/97 CA971031011
(CAN) NR 1 ENG INTERMITTENT VIBRATION UP TO 8 ON DESCENT, A/C LANDED. VIBRATION MONITOR RE-RACKED, GROUND RUN OK. FEW DAYS LATER, VIBRATION CAME ON INTERMITTENTLY, MONITOR REPLACED.									
7810			ROTAX ROTAX912			MANIFOLD 99710000802	DEFECTIVE EXH FLANGE	495	8/26/97 CA970902026
(CAN) UNABLE TO ACHIEVE CORRECT TORQUE WITHOUT BOTTOMING ON CYLINDER HEAD. FLANGE SEEMS TO WEAKEN AFTER EXPOSURE TO HEAT. INSTALLED NEW UNIT.									

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3233		AEROSP ATR42300			AEROSP 553578400001	BOLT NTA111555K18	SHEARED RIGHT MLG ACTUTR	8131	11/1/93 CA931112001
(CAN) ON TAKEOFF, RT MLG INDICATED UNSAFE. A LOUD NOISE WAS ALSO HEARD DURING THE RETRACTION CYCLE. MLG WAS SELECTED DOWN AND AIRCRAFT RETURNED TO DEPARTURE GATE. MAINTENANCE CHECK REVEALED THAT THE RT MLG ACTUATOR FITTING HAD SEPARATED FROM ITS ATTACHMENT POINT AND THREE OF THE FOUR SECURING BOLTS WERE BROKEN. THE FOURTH BOLT REMAINED INTACT ON THE FUSELAGE CAUSING THE FITTING TO BREAK. FITTING AND BOLTS SENT TO ATR FOR ANALYSIS. PART TC: 10,455.									
7210		AEROSP ATR42300	PWA PW120			O-RING	FAULTY OIL XSFER TUBE		10/13/93 CA931020002
(CAN) ON DESCENT, THE RIGHT HAND PROPELLER BEGAN OSCILLATING AND WAS NOT CONTROLLABLE WITH THE CONDITION LEVER. OSCILLATIONS INCREASED AND THE RIGHT HAND ENGINE WAS SUBSEQUENTLY SHUTDOWN. MAINTENANCE PERSONNEL REPLACED THE "O" RINGS ON THE RIGHT HAND PROPELLER OIL TRANSFER TUBE AND ALSO THE ECU ON THE RIGHT HAND ENGINE. NO FURTHER INCIDENTS REPORTED.									
7320		AEROSP ATR42300	PWA PW120			T 1.8 PROBE 33763	FAULTY ENGINE AIR INLET		10/13/93 CA931115002
(CAN) ON APPROACH IN DESCENT, THE NR 2 ENGINE PROPELLER BEGAN TO OSCILLATE AND WAS NOT CONTROLLABLE WITH THE CONDITION LEVER. OSCILLATION INCREASED AND THE ENGINE WAS SHUTDOWN. THE T 1.8 PROBE WAS REPLACED AND THERE WAS NO FURTHER RECURRENCE.									
7321		AEROSP ATR42300	PWA PW120			ECU	FAULTY NR 2 ENGINE		10/13/93 CA931021001
(CAN) ON DESCENT, THE RIGHT HAND PROPELLER BEGAN OSCILLATING AND WAS NOT CONTROLLABLE WITH THE CONDITION LEVER. OSCILLATIONS INCREASED AND THE RIGHT HAND ENGINE WAS SUBSEQUENTLY SHUT DOWN. MAINTENANCE PERSONNEL REPLACED THE "O" RINGS ON THE RIGHT HAND PROPELLER OIL TRANSFER TUBE AND ALSO THE ELECTRONIC CONTROL UNIT ON THE RIGHT HAND ENGINE.									
2611		AIRBUS A310324	PWA PW4152			SMOKE DETECTOR CG7PO	INOPERATIVE FORWARD CARGO		10/30/97 CA971110009
(CAN) AFTER TAKEOFF, ECAM MESSAGE INDICATED FORWARD CARGO COMPARTMENT SMOKE INDICATION. ENGINEER ON BOARD CHECKED THE COMPARTMENT. NO FAULT INDICATION, FIRE BOTTLES DISCHARGED AS PER PROCEDURES. SUBSEQUENT INVESTIGATION REVEALED SMOKE DETECTOR INOPERATIVE. SERVICEABLE SMOKE DETECTOR INSTALLED.									
2822		AIRBUS A310*				PUMP WIRE	SHORTED RT BOOST		10/5/93 CA931101103
(CAN) THREE-PHASE WIRE TO RT OUTER BOOST PUMP SHORTED WHICH CAUSED CIRCUIT BREAKER TO TRIP. WIRE REPAIRED.									
2121		AIRBUS A320211				AIR EXTRACT FAN EVT3454F	SHORTED EE COMPT		10/8/93 CA931103509
(CAN) ECAM WARNING FAULT VENT BLOWER ON DESCENT WITH INDICATION OF STRONG ELECTRICAL BURNING SMELL. ELECTRONIC COMPARTMENT AIR EXTRACT FAN REPLACED.									
2130		AIRBUS A320211				AIR VALVE VFT300A1	FAILED SKIN VENT		10/11/97 CA971106007
(CAN) DURING TAKEOFF, VENT SKIN VALVE FAULT ON ELECTRONIC CENTRALIZED AIRCRAFT MONITORING FOLLOWED BY PRESSURIZAION PROBLEMS. MAINTENANCE ACTION INVOLVED REPLACING EXTRACT AIR VALVE.									
2530		AIRBUS A320212				ROD D2527410021000	INCORRECT FIT RT GALLEY		3/8/98 AU980265
(AUS) PASSENGER CABIN OXYGEN MASK PANEL LOCATED IN THE REAR GALLEY CEILING FAILED TO OPEN DURING AUTO-DEPLOYMENT DUE TO INTERFERENCE BY THE RT GALLEY CURTAIN RAIL P/N D2527410021000 WHICH HAD BEEN INCORRECTLY INSTALLED.									

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5610		AIRBUS A320211				SLIDING WINDOW	LOOSE RTSIDE COCKPIT		11/17/93 CA931117501
(CAN) DUE TO RT COCKPIT SLIDING WINDOW BEING SLIGHTLY OUT OF ADJUSTMENT, ALLOWED DE-ICING FLUID TO ENTER THE ELECTRIC/ELECTRONIC COMPARTMENT OVER TO THE INTEGRAL LIGHT CARD BOX WHICH RESULTED IN ERRONEOUS WARNINGS. THE SLIDING WINDOW WAS ADJUSTED. ALSO, PREVENTATIVE MEASURES TO INSTALL A DRIP COVER OVER THE LIGHT CARD BOX IS BEING PLANNED. ACFT TT: 16,734 HOURS.									
7321		AIRBUS A320211	GE CFM565A			FADEC ALTERNATOR 5R453	FAULTY NR 1 ENGINE		9/23/93 CA931027001
(CAN) NR 1 ENGINE FADEC ALTERNATOR ECAM MESSAGE DISPLAY ACCOMPANIED BY LARGE POWER EXCURSIONS IN THE ENGINE. MAINTENANCE CHANGED THE FADEC ALTERNATOR.									
7321		AIRBUS A320211	GE CFM565A			ECU 1459M55P17	DAMAGED NR 1 ENGINE		9/23/93 CA931020503
(CAN) NR 1 ENGINE FADEC ALTERNATOR ECAM MESSAGE DISPLAYED ACCOMPANIED BY LARGE POWER EXCURSIONS IN THE ENGINE. MAINTENANCE CHANGED ELECTRONIC CONTROL UNIT (ECU).									
7740		AIRBUS A320211	GE CFM565A			COMPRESSOR VANE	ECAM MESSAGE NR 1 ENGINE		10/16/97 CA971106008
(CAN) NR 1 ENGINE COMPRESSOR VANE MESSAGE ON ECAM. TAKEOFF ABORTED AT 80 KNOTS. MAINTENANCE ACTION PERFORMED NR 1 ENGINE FULL AUTHORITY DIGITAL ENGINE CONTROL TEST AND POWER ASSURANCE RUN, NO FAULT FOUND. INSPECTED AIRCRAFT TIRES AND BRAKES, NO FAULT FOUND. AIRCRAFT CONSIDERED SERVICEABLE, NO FUTHER SNAGS OR CREW COMMENTS.									
7322		AIRTRC AT301	PWA R1340*		BENDIX	CARBURETOR NAY9E1	FLOAT STUCK ENGINE		4/24/93 CA931129009
(CAN) AIRCRAFT LOST THE ENGINE ON TAKEOFF AND CRASH LANDED. INVESTIGATION REVEALED THE FLOAT PIVOT SHAFT ON THE CARBURETOR WAS OVERTIGHTENED RESULTING IN THE CRUSHING OF THE FIBER GASKET AND BINDING OF THE FLOAT PIVOTS. THE RESULT WAS FUEL STARVATION AND ENGINE STOPPAGE.									
7322		AIRTRC AT301	PWA R1340*		BENDIX	CARBURATOR NAY9E1	FAILED FLOAT		10/26/93 CA931108205
(CAN) ENGINE FAILED ON TAKEOFF. DAMAGING AIRCRAFT. ENGINE HUNG UP IN TEST STAND AND REFUSE TO RUN. CARBURETOR REMOVED, FLOAT FOUND STUCK IN UP POSITION CAUSING FUEL CUT OFF. CARBURETOR DISMANTLED, RE-ASSEMBLED, RUN SATISFACTORILY ON TEST STAND. NO FAULT FOUND IN FLOAT ASSEMBLY AND REASON FOR STUCK FLOAT UNKNOWN.									
3130		AMD FALCON20			SUNDSTRANDAI 9804100FWUS	HOSES 1665	MISCONNECTED AT QUICK DISCNTN		11/18/93 CA931201202
(CAN) ON GROUND CORRELATION, PNEUMATIC AIRSPEED AND ALTITUDE FOUND INCORRECT. PITOT AND STATIC LINES FOUND INTERCHANGED AT "WIGGINS" QUICK DISCONNECTS. SOME WORK IN AREA 7 MONTHS PREVIOUS.									
8500		AYRES S2RNORMAL	WRIGHT R182099			ENGINE	DEFECTIVE ENG OIL PRESS	705	1/26/93 CA931108012
(CAN) PREMATURE REMOVAL OF ENGINE DUE TO ENGINE OIL PRESSURE BELOW MANUFACTURER'S SPECIFICATION.									
2400		BAG BAE146200A				WIRES	DAMAGED LAV E BAY		10/5/93 CA931019604
(CAN) WING AND TAIL ANTI-ICING SYSTEM U/S. HALF OF SQUAT SYSTEM RELAYS WERE UNPOWERED. BURNT SECTION IN WIRE BUNDLE UNDER FRONT LAVATORY IN 'E' BAY. 13 WIRES HAD TO BE REPLACED. SUSPECT CARELESS CUTTING OF TY WRAPS.									
2730		BAG BAE146200A	LYC O540B2B5			CABLE HC27H236	SEVERED ELEVATOR		10/18/93 CA931022601
(CAN) FLIGHT CREW EXPERIENCED WHAT APPEARED TO BE A RUNAWAY ELEVATOR TRIM. ELECTRICAL TRIM SECURED, MANUAL TRIM CHECKED ON TAKEOFF. AIRCRAFT FAILED TO ROTATE.									

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2750		BAG BAE146200A				ARM SUPPORT C3113322	CRACKED TE FLAP	13069	11/1/93 CA931115007
(CAN) CRACKING OF THE OUTBOARD ARM SUPPORT. PART TC: 16,507.									
2750		BAG BAE146200A	LYC ALF502R5			ARM SUPPORT C3113321	CRACKED TE FLAP		11/1/93 CA931125003
(CAN) CRACKING OF THE OUTER ARM SUPPORT.									
2820		BAG BAE146200A	LYC ALF502R5			O-RING PR15219	WORN NR 1 PYLON		11/24/93 CA931207007
(CAN) FUEL LEAK NR 1 PYLON BETWEEN PYLON RIBS 9 AND 10.									
5610		BAG BAE146200A	LYC ALF502R5			WINDSHIELD NP1701011	CRACKED CAPTS	1233	10/29/97 CA971110018
(CAN) OUTER PANE OF CAPTAIN'S WINDSHIELD CRACKED. PART TOTAL CYCLES, 1,056.									
5610		BAG BAE146200A				WINDSHIELD NF2216245	SHATTERED COCKPIT		10/27/93 CA931112603
(CAN) OUTER PLY SHATTERED. ACFT TT: 17,360 HOURS.									
5610		BAG BAE146200A	LYC ALF502R			WINDSHIELD NP17111	CRACKED COCKPIT		11/14/93 CA931125601
(CAN) WINDSHIELD OUTER PANE CRACKED. AIRCRAFT TT: 17,510 HOURS.									
7250		BAG BAE146200A	LYC ALF502R			ENGINE	FAILED HOT SECTION	10230 1977	11/4/93 CA931117606
(CAN) NR 3 ENGINE FAILED IN CLIMB. CAUSE OF FAILURE HAS NOT, AS YET, BEEN DETERMINED. THERE IS, HOWEVER, EXTENSIVE DAMAGE TO POWER TURBINE SECTION. PART TC: 11,194.									
7260		BAG BAE146200A	LYC ALF502R5			HOUSING ASSY 2334351	FAILED INSERT AGB CHIP DETECTR		10/20/93 CA931112606
(CAN) DURING CRUISE AT FL 240, NR 1 ENGINE LOST OIL QUANTITY AND OIL PRESSURE INDICATION AND LIGHT CAME ON. ENGINE SHUTDOWN. MAINTENANCE FOUND OIL LINE DETACHED FROM CHIP DETECTOR HOUSING DUE TO FAILURE OF ROSAN INSERT. PART BEING SENT TO TEXTRON LYCOMING FOR INVESTIGATION.									
3320		BAG JETSTM3212				LENS 2LA57811	BURNT SEAT 6A	10250	11/18/93 CA931129011
(CAN) LIGHT AND LENS AT WINDOW SEAT 6A BURNED AND MELTED. PART TC: 13,681.									
5280		BAG JETSTM3212				SPIGOT 41379	BROKEN NLG DOOR	10396	11/14/93 CA931201008
(CAN) NOSE GEAR DOOR ALIGNMENT SPIGOT END FITTING FOUND BROKEN. PART TC: 14,100. AIRCRAFT TT: 14,209 HOURS.									
5551		BAG JETSTM3212				BUSHING 137362F3	CORRODED HORIZ STAB	9635	6/6/93 CA931129010
(CAN) CORROSION ON HORIZONTAL STABILIZER BUSHINGS. ACFT TT: 13,050 HOURS. PART TC: 12,567 HOURS.									
5753		BAG JETSTM3212				BRACKET 1376B463	CRACKED LT INB FLAP	10006	10/22/93 CA931119001
(CAN) LEFT INBOARD FLAP SLAT ATTACH POINTS FOUND CRACKED AT 3 INBOARD ENDS. PART TC: 13,800. ACFT TT: 10,501 HOURS.									

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2742		BEECH B100			TELEFLEX 11538011119	ARMATURE 8F353	FAILED HORIZ STAB ACT		11/22/93 CA931126008
(CAN) HORIZONTAL STABILIZER ACTUATOR INTERMITTENT. INSPECTION OF PRIMARY MOTOR SHOWED WINDINGS LOOSE FROM COMMUTATOR CAUSING DEAD SPOT ON ARMATURE.									
2750		BEECH 100BEECH	PWA PT6A28			CABLE 140774116	SHEARED RIGHT FLAP		11/27/97 CA971216051
(CAN) ON TAKEOFF, 15 DEGREE FLAP SELECTED AND THEN FLAPS SELECTED UP. ONLY LEFT SIDE WENT UP. RIGHT SIDE STAYED DOWN. LANDED WITHOUT INCIDENT. CABLE ENDS AT GEARBOX FOUND SHEARED. SUBMITTER SUSPECTS A PREVIOUS OVERLOAD OF FLAP SYSTEM THAT STRESSED THE CABLES.									
3233		BEECH A100	PWA PT6A28		AVIADESIGN ADI79990033	PISTON ROD ADI79990035	CORROSION MLG	719	5/13/97 CA970520004
(CAN) PISTON ROD FOUND CORRODED AT CONTACT POINT OF FELT WIPER IN DOWN POSITION. REPLACED. PART TC: 879.									
3233		BEECH A100	PWA PT6A28			PINION GEAR ALG3871	LOOSE NOSE GEAR		11/27/97 232 CA971216063
(CAN) INTRANSIT LIGHT ON IN-FLIGHT. LANDED OK. NOSE ACTUATOR HAD EXCESSIVE PLAY IN THE PINION GEAR AND WAS VERY NOISY. PART TC: 317.									
3233		BEECH A100	PWA PT6A28			PINION SHIM 99810057651	LOOSE MLG ACTUATOR		5/28/97 1154 CA970603010
(CAN) PINION SHAFT LOOSE AFTER SHORT TIME IN SERVICE.									
3610		BEECH A100	PWA PT6A28			DUCT	MISALIGNED BLEED AIR		11/25/97 CA971216059
(CAN) BLEED AIR DUCTS FOUND MISALIGNED UNDER THE COPILOT'S FLOOR AFTER MAINTENANCE.									
5311		BEECH A100	PWA PT6A28			FRAME 5042002857	CRACKED	14240	7/22/97 CA970728001
(CAN) FRAME AT STN 207 APPROX EIGHT INCHES ABOVE FLOOR LEVEL ON LT SIDE CRACKED FROM LOWER TWO LIGHTING HOLES TO THE STRINGER CUT-OUT. REPAIRED. PART TC: 15,135. AIRCRAFT TT: 13,917 HOURS.									
5330		BEECH A100	PWA PT6A28			SKIN	CRACKED BELLY	17413	11/14/97 CA971216053
(CAN) AIRCRAFT SKIN FOUND CRACKED ON THE BOTTOM OF FUSELAGE AFT OF THE MAIN SPAR ON EACH OUTBOARD SIDE. CRACKS OUTSIDE OF BELLY SPLICE PLATES. AIRCRAFT TT: 17,540 HOURS.									
5610		BEECH A100	PWA PT6A28			WINDOW 50420066437	BUBBLED PILOT SIDE		12/10/97 CA971216066
(CAN) PILOTS SIDE WINDOW FOUND BUBBLED ON THE EDGE OF THE WINDSHIELD.									
5610		BEECH A100	PWA PT6A28		PPG	WINDSHIELD BA2918	BURNED LT COCKPIT	1415	10/22/93 CA931108204
(CAN) IN CRUISE, WINDSHIELD HEAT ON HEAVY SMOKE OBSERVED COMING FROM BOTTOM CENTER OF WINDSHIELD. WINDSHIELD SELECTED OFF, SMOKE STOPPED. GROUND TEST, WINDSHIELD SMOKED AND CAUGHT FIRE. POWER OFF. WINDSHIELD INNER PANE THEN SHATTERED. BURN DAMAGE BETWEEN WINDSHIELD HEAT POWER CONNECTOR BLOCK ON WINDSHIELD AND HEAT STRIP WHERE IT ENTERS WINDSHIELD. PART TC: 1,713. ACFT TT: 11,200 HOURS.									
5751		BEECH A100	PWA PT6A28			SKIN 991300009	CRACKED LT-RT AILERON	10982	11/18/96 CA961203007
(CAN) LEFT AILERON UPPER AND LOWER SKINS CRACKED ALONG SPAR AT TRAILING EDGE OF LEADING EDGE SKIN. RIGHT AILERON LOWER SKIN CRACKED SAME PLACE. ALSO, P/N 99-13000-197 AND -199.									

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5753		BEECH A100	PWA PT6A28		5016000396	SPAR 5016000354	CRACKED LEFT INB FLAP	9695	10/25/96 CA961029006
(CAN) SMALL CRACK, APPROXIMATELY 0.750 INCH IN LENGTH FOUND ON INBOARD FLAP SPAR. CRACK LOCATED AT INBOARD FLAP TRACK ATTACHMENT POINT IN THE MAIN SPAR. FURTHER INVESTIGATION FOUND A LARGER CRACK ABOUT 6 INCHES LONG FURTHER OUTBOARD IN THE UPPER SPAR RADIUS. PART TC: 10,304. AIRCRAFT TT: 9,734 HOURS.									
5753		BEECH A100	PWA PT6A28		5016000396	SPAR 5016000354	CRACKED INB FLAP TRACK	9988	10/28/96 CA961030002
(CAN) AT THE SPAR CUTOUT WHICH THE INBOARD FLAP TRACK PASSES AS THE FLAP IS RETRACTED, A .50 INCH CRACK WAS FOUND, EXTENDING FROM THE TOP INBOARD CORNER INTO THE BEND RADIUS BETWEEN THE WEB AND FLANGE. PART TC: 10,196. AIRCRAFT TT: 10,017 HOURS.									
7540		BEECH A100	PWA PT6A28			LINE	MELTED BLEED WARN		11/20/97 CA971216056
(CAN) BLEED AIR WARNING LINE HAD MELTED WHICH GAVE READING OF BLEED AIR FAIL LIGHT. NO FAILURE OF BLEED AIR SYSTEM JUST LACK OF INSULATION BY DISTRIBUTION BOX.									
2400		BEECH 1900D			REBLING PLAS 7007	STUD MS251822	MELTED DC SYS	1324	5/4/97 CA970520013
(CAN) NUT ON POSITIVE MOUNTING STUD LOOSE CAUSING ARCING AND MELTING OF THE STUD AND CONNECTOR TERMINAL. REPLACED. PART TC: 1,613.									
2913		BEECH 1900D				FILTER 204038	CONTAMINATED HYD SYS	207	11/13/97 CA970506002
(CAN) HYDRAULIC FILTER BYPASS INDICATOR POPPED. FILTER CONTAMINATED. REPLACED.									
3213		BEECH 1900D	PWA PT6A67D			LINK 1015210243	WORN	1663	4/29/97 CA970506015
(CAN) PLAY IN TORQUE LINKS. ATTACHMENT HOLES ELONGATED. REPLACED.									
3220		BEECH 1900D			RAYTHN	STRUT 1148200213	FLAT NLG	2413	1/28/97 CA970326001
(CAN) NLG STRUT LOST AIR PRESSURE ON TAKEOFF. GEAR RETRACTED NORMALLY. WHEN GEAR SELECTED DOWN THE MAIN EXTENDED, BUT THE NOSE GEAR DID NOT. A/C LANDED WITH THE MAIN DOWN AND NOSE RETRACTED ON RUNWAY. NOSE WHEEL FORK WAS CAUGHT ON THE RT GEAR FAIRING WHICH PREVENTED THE GEAR FROM EXTENDING. PART TC: 3,781.									
3246		BEECH 1900C	PWA PT6A65B			BEARING 13889	DESTROYED NR 4 WHEEL	592	6/17/97 CA970618010
(CAN) WHEEL BEARING ON OUTBOARD NR 4 WHEEL FAILED IN THE FINAL STAGES OF TAXI. ALL BEARINGS SHOWED SIGNS OF INADEQUATE LUBRICATION.									
3246		BEECH 1900C	PWA PT6A65B		LORAL 50060284	BEARING 13600LA90069	FAILED RT MLG		11/30/97 CA971219037
(CAN) TOWER REPORTED TO PILOT THAT SPARKS WERE SEEN COMING FROM RIGHT HAND MAIN GEAR. RIGHT OUTBOARD MAIN WHEEL INNER BEARING WAS DESTROYED ALLOWING WHEEL TO WOBBLE ON AXLE CAUSING DAMAGE TO WHEEL ASSY AND BRAKE ASSY. IT HAD BEEN 60 HOURS SINCE LAST SERVICE.									
3260		BEECH 1900D	PWA PT6A67D			SWITCH 1003810061	FAILED NOSE GEAR	3258	12/5/96 CA961218007
(CAN) GEAR SELECTED DOWN ON APPROACH, NOSE GEAR IN TRANSIT LIGHT STAYED ON WHILE BOTH MAIN GEARS INDICATED DOWN AND LOCKED. GEAR WAS CYCLED TWICE TO GET ALL THREE DOWN AND LOCKED LIGHTS. DOWNLOCK MICROSWITCH FOUND FAULTY.									
7120		BEECH 1900C	PWA PT6A65B			TRUSS 11891002537	CRACKED ENG RT UPPER	20229	5/14/97 CA970609020
(CAN) WHILE CARRYING OUT ROUTINE INSPECTION PER AWD 95-02-18 AND SB 2255, A CRACK WAS FOUND ON THE ENGINE MOUNT. MOUNT ASSEMBLY REPLACED.									

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2915		BEECH 200BEECH	PWA PT6A41		MS28893C6	VALVE MS28893C6	FAILED HYD PRESS RELIEF	4462	1/31/97 CA970523003
(CAN) HYDRAULIC PUMP WAS OBSERVED RUNNING CONTINUOUSLY. MAINTENANCE FOUND THE THERMAL PRESSURE RELIEF VALVE TO BE OPENING AT 1200 PSI INSTEAD OF THE RATED 2250 PSI. VALVE CHANGED.									
3230		BEECH 200BEECH	PWA PT6A41			CONNECTOR 1225P363	CORRODED MLG	308	4/28/97 CA970513024
(CAN) AFTER TAKEOFF, THE PILOTS SELECTED GEAR UP, BUT THE LANDING GEAR WOULD NOT CYCLE UP, TWO MORE SELECTIONS, BUT THE GEAR WOULD NOT CYCLE UP AND THE HYD PUMP RED LIGHT WOULD NOT COME ON. STILL HAD THREE GREEN GEAR SAFE LIGHTS. FLY-BY TOWER CONFIRMED GEAR DOWN. LANDED AND A/C HANGARED AND FOUND 60 AMP CIRCUIT BREAKER TRIPPED AND LANDING GEAR PRESSURE SWITCH CANNON PLUG CORRODED. PLUG CLEANED AND CIRCUIT BREAKER RESET, RETRACTIONS CARRIED OUT OK. PART TC: 457.									
3260		BEECH 200BEECH	PWA PT6A41			SWITCH 1003810061	FAILED NLG DOWNLOCK		12/17/96 CA961231001
(CAN) ON APPROACH, GEAR DOWN SELECTED WITH 3 GREENS. WHEN FLAPS SELECTED BEYOND APPROACH SETTING OR WHEN POWER LEVERS WERE REDUCED BELOW 400 POUNDS TORQUE, GEAR WARNING HORN WOULD SOUND AND GEAR IN-TRANSIT LIGHT CAME ON. NOSE GEAR DOWNLOCK MICROSWITCH NOT FULLY DEPRESSED. WHEN HAND PRESSURE APPLIED TO STRIKER PLATE BOTH HORN AND IN-TRANSIT LIGHT WOULD GO OUT. SWITCH ADJUSTED.									
3260		BEECH B200C	PWA PT6A42			SWITCH 1003810061	FAILED NOSE GEAR	811	11/26/96 CA961218005
(CAN) THIS AIRCRAFT'S ELECTRICAL LANDING GEAR SYSTEM HAD BEEN REPLACED WITH A HYDRAULIC SYSTEM. THE NOSE GEAR GREEN LIGHT DID NOT COME ON WHEN THE GEAR WAS DOWN AND LOCKED. THUS, THE PILOT HAD TO DO SEVERAL GEAR CYCLES AND A FLY-BY. HE LANDED OK. THE NOSE GEAR DOWN AND LOCKED SWITCH WAS REPLACED. IT IS BEING REPLACED AT ABOUT 8 TO 900 HOUR INTERVALS. PART TC: 654.									
7320		BEECH 200BEECH	PWA PT6A41			HOSE	SLIPPED RT ENGINE FCU	1879	4/13/93 CA931121406
(CAN) ON DESCENT, POWER LEVERS WERE RETRACTED. POWER ON RT ENGINE WOULD NOT COME BACK. ENGINE SHUT DOWN. INSPECTION FOUND ENGINE BREATHER HOSE, WHICH WAS SUPPORTED BY AN ADEL CLAMP TO ENGINE MOUNT, HAD MOVED DUE TO DETERIORATION OF RUBBER LINER. THIS ALLOWED HOSE TO COME IN CONTACT WITH AN310 CASTLE NUT AND COTTER PIN WHICH ATTACHES FCU CONTROL ARM TO FCU CONTROL ROD. THIS HOLDING FCU AT CRUISE SETTING.									
3230		BEECH E55	CONT IO520C			SWITCH BZ3AT	FROZEN LDG GEAR SAFETY		11/22/93 CA931129005
(CAN) ON TAKEOFF, GEAR FAILED TO RETRACT. LT MLG SAFETY SWITCH FROZEN. AIRCRAFT HAD JUST BEEN WASHED AND OAT WAS -31 DEGREES CELSIUS.									
2721		BEECH 65A90	PWA PT6A20			BOLT AN1736	MISSING RUDDER TAB		3/18/97 CA970326008
(CAN) IN CRUISE AT 11,500 FEET, A/C DEVELOPED NOTICEABLE VIBRATION, AUTOPILOT DISCONNECTED AND A/C STARTED A ROLL TO THE RIGHT. CONTROL REGAINED AND AT 8,000 FEET, VIBRATION WAS VERY CRITICAL. COPILOT HAD BOTH FEET ON RUDDER PEDALS TO DAMPEN VIBRATION. RUDDER TRIM TAB TO ACTUATOR BOLT MISSING. REPLACED.									
5522		BEECH B90	PWA PT6A20			SKIN 50610000295	CRACKED ELEV	10829	5/7/97 CA970513010
(CAN) DURING 150 HR INSPECTION OF ELEVATOR AND STAB SKIN PER BEECH SI 0086-131, A 10 INCH CRACK WAS FOUND IN THE ELEVATOR UPPER SKIN BARREL TO DIRECTION OF FLIGHT ON THE EDGE OF OVERLAP OF TWO SKINS. SKIN REPLACED. AIRCRAFT TT: 11,077 HOURS.									
5753		BEECH 65A90	PWA PT6A20		5016000396	SPAR 5016000354	CRACKED INB FLAP TRACK	12763	10/28/96 CA961030001
(CAN) AT INBOARD FLAP TRACK CUTOUT IN THE SPAR THERE ARE TWO CRACKS EXTENDING FROM THE TOP CORNERS OF THE CUTOUT INTO THE BEND RADIUS. EACH CRACK ABOUT 2 INCHES LONG. PART TC: 16,223. AIRCRAFT TT: 12,807 HOURS.									

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5753		BEECH 65A90	PWA PT6A20		5016000396	SPARS 5016000354	CRACKED LT/RT FLAP	10847	10/28/96 CA961104007
(CAN) BOTH INBOARD FLAP SPARS WERE FOUND WITH CRACKS ON THE SPAR. THESE CRACKS WERE LOCATED AT THE AREA WHERE THE BRACKET FOR THE ROLLERS ATTACH. RIGHT HAND SPAR IS A 50-160003-55. PART TC: 10,688. AIRCRAFT TT: 10,893 HOURS.									
5753		BEECH 65A90	PWA PT6A20		5016000396	SPAR 5016000354	CRACKED LT INB FLAP	11239	10/25/96 CA961029007
(CAN) SMALL CRACK, APPROXIMATELY 0.750 INCH IN LENGTH WAS DETECTED ON THE LEFT INBOARD FLAP SPAR AT THE INBOARD FLAP TRACK ATTACHMENT POINT ON THE UPPER SKIN FROM THE RIVET. A LARGER CRACK WAS THEN FOUND, APPROXIMATELY 4 TO 6 INCHES IN LENGTH, FURTHER OUTBOARD IN THE UPPER SPAR RADIUS. PART TC: 26,270. AIRCRAFT TT: 14,306 HOURS.									
5753		BEECH 65A90	PWA PT6A20		5016000396	SPAR 5016000354	CRACKED LT INB FLAP	11837	10/31/96 CA961113006
(CAN) LEFT INBOARD FLAP SPAR FOUND WITH A CRACK AT THE INBOARD AREA WHERE THE BRACKET ROLLERS ATTACH. PART TC: 11,398. AIRCRAFT TT: 11,883 HOURS.									
2752		BEECH B99	PWA PT6A28		505212224	GEAR AFA3841	WORN FLAP ACTUATOR		11/19/97 CA971216055
(CAN) INNER WORM GEAR TEETH OF FLAP ACTUATOR FOUND WORN. EXCESSIVE PLAY IN 90 DEGREE DRIVE.									
2913		BEECH B99	PWA PT6A28		9938800211	COUPLER 115811026	STRIPPED GEAR MOTOR	2775	11/19/97 CA971216054
(CAN) COUPLER BETWEEN LANDING GEAR MOTOR AND HYDRAULIC POWER PACK THREADS STRIPPED. COULD NOT RETRACT OR EXTEND GEAR WITH MOTOR. EMERGENCY SYSTEM USED. PART TC: 5,343.									
3260		BEECH 99A	PWA PT6A28			SWITCH 404EN516	FAILED LT MLG		12/10/97 CA971216064
(CAN) LEFT MAIN NOT INDICATING SAFE. POSITION SWITCH REPLACED.									
5740		BEECH 99	PWA PT6A27			BOLT 114255S	CRACKED RT UPPER FORWARD		11/10/93 CA931125302
(CAN) COMPLYING WITH AD 92-15-13, WING ATTACH BOLT NDT CHECKED WITH DYE PEN AND FOUND CRACKED. BOLT SENT OUT FOR SEPARATE ANALYSIS AND CRACK VERIFIED. ACFT TT: 41,848 HOURS.									
8520		BNORM BN2A26	LYC O540E4C5			CRANKSHAFT 7539	BROKEN NR 6 CYL THROW	1680	10/19/93 CA931027201
(CAN) PILOT REPORTED AN UNFAMILIAR AND STRANGE NOISE SIMILAR TO GRINDING COMING FROM NR 1 ENGINE. DURING SUBSEQUENT RUN-UP, ALL ENGINE PARAMETERS WERE NORMAL. REMOVAL OF NR 3 CYLINDER REVEALED THE CRANKSHAFT BROKEN AND KNOCKING REPEATEDLY ON NR 4 CYLINDER SKIRT AND ON THE SIDE OF THE CRANKCASE.									
8530		BNORM BN2A21	LYC IO540K1B5			STUD 3816	FAILED NR 3 CYL BASE	1310	11/13/93 CA931129104
(CAN) DURING CRUISE, THE NR 1 ENG EMITTED A "THUD" NOISE, FOLLOWED BY FLAME ON INB SIDE, ROUGH RUNNING AND LOSS OF POWER. THE ENG WAS SECURED AND THE FIRE SELF-EXTINGUISHED. INSP REVEALED THAT NR 3 CYL HAD SEPARATED FROM THE CRANKCASE AND THAT ALL EIGHT STUDS HAD FAILED. FURTHER INVEST SEEMS TO INDICATE THE SMALL STUD AT THE ELEVEN O'CLOCK POSIT FAILED 1ST, INSIDE THE CYL BASE TRANSMITTING EXTRA LOAD, AND SLIGHT MOVEMENT TO THE OTHER STUDS WHICH FAILED PROGRESSIVELY AND RAPIDLY. THE FIRE WAS CAUSED BY THE BREAKING OF THE FUEL INJECTOR, RUPTURE OF THE EXHAUST PIPE, AND MASSIVE LOSS OF OIL. DUE TO THE SHORT DURATION, THERE WAS NO SIGNIFICANT DAMAGE TO THE ENG.									
2210		BOEING 727171C				SWITCH LATCHING SP52585824	FAILED AUTO FLIGHT		9/20/93 CA931117203
(CAN) UNABLE TO ENGAGE AUTOPILOT - AILERON LATCHING CIRCUIT WOULD NOT PERMIT THE ROLL CHANNEL TO ENGAGE. LATCHING CIRCUIT LOST ONE OF ITS INTERLOCKS.									

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2730		BOEING 727171C	PWA JT8D7A			PCU 6853	LEAKING ELEVATOR		10/25/93 CA931117206
(CAN) THE LT ELEVATOR PCU WAS LEAKING WHILE THE HYDRAULIC SYSTEM NOT POWERED. LEAK BEYOND LIMITS.									
2841		BOEING 727171C	PWA JT8D7A			INDICATOR 39386158	STICKING FUEL		10/14/93 CA931117204
(CAN) DURING FUELING, THE NR 2 FE POSITION QUANTITY INDICATOR WAS SLOW TO RESPOND.									
3242		BOEING 727277	PWA JT8D15		BFGOODRICH 211473	BRAKE 211473	SHEARED NR 3 BRAKE RIVET	10/28/97 27	CA971104008
(CAN) NR 3 BRAKE WAS FOUND WITH RIVETS THAT ATTACH THE LINING TO THE TORQUE TUBE SHEARED AND BROKEN METAL PARTS OF LINING DAMAGED. BRAKE REPLACED.									
5510		BOEING 727200	PWA JT8D17			BUSHING	WORN HORIZ STAB	10/25/93	CA931119108
(CAN) HORIZONTAL STABILIZER REAR BUSHING WORN BEYOND LIMITS. AIRCRAFT TT: 8,209 HOURS.									
5753		BOEING 727171C	PWA JT8D7A			BOLT 651859912	SEVERED LT INNER FLAP	11/29/93	CA931203004
(CAN) BOLT MISSING FROM LT INNER FLAP CARRIAGE SHEARED AT LUBE HOLE.									
7322		BOEING 72790C	PWA JT8D7B			PB SENSE LINE	LOOSE FUEL CONTROL	9/10/93	CA931029408
(CAN) WHILE SETTING UP FOR CRUISE, NR 3 ENGINE DROPPED TO IDLE. PRECAUTIONARY ENGINE SHUTDOWN CARRIED OUT. PROBLEM DETERMINED TO BE "PS4" SENSE LINE DISCONNECTED AT THE ENGINE. LINE RECONNECTED, ENGINE RUN AND TRIMMED IN ACCORDANCE WITH MAINTENANCE MANUAL 71-00-57 PAGE 212. AIRCRAFT RETURNED TO SERVICE.									
2131		BOEING 737242C	PWA JT8D9			CONTROLLER	WET CABIN PRESSURE	10/30/93	CA931108101
(CAN) AIRCRAFT WOULD NOT PRESSURIZE. OUTFLOW VALVE CLOSED, STANDBY SYSTEM DID NOT PRESSURIZE AIRCRAFT. DURING TAXI, NR 1 APU GENERATOR BUS WOULD NOT COME ON LINE, THEN NR 2 DROPPED OFF. REPLACED PRESSURIZATION CONTROLLER BUS TIE BREAKER C804 AND GENERATOR BREAKER C801. SUSPECT WATER ENTERING ELECTRONIC COMPARTMENT WHEN MAIN CARGO DOOR OPEN DURING RAINSTORM.									
2133		BOEING 7372T2				VALVE 721395	STICKING CABIN RELIEF	11/2/93	CA931110101
(CAN) AT TOP OF CLIMB, THE CABIN ALTITUDE CONTINUED TO CLIMB. UNABLE TO CONTROL IN MANUAL OR STANDBY. EMERGENCY DESCENT CARRIED OUT.									
2910		BOEING 737275	PWA JT8D9			LINE 6546858239	CHAFED NR 2 CASE DRAIN	6/20/93	CA930702113
(CAN) AC DIVERTED TO MIA DUE HYD QTY FALL TO ONE GALLON. NR 2 CASE DRAIN LINE CHAFED THROUGH IN THE PYLON AREA.									
3222		BOEING 737242C	PWA JT8D9			OLEO	FLAT NLG	11/10/93	CA931119101
(CAN) ON TAKEOFF, NLG WOULD NOT RETRACT - OLEO FLAT.									
3416		BOEING 737275	PWA JT8D9			ALTIMETER JG865C3	FAILED COCKPIT	11/22/93	CA931130102
(CAN) ON CLIMB OUT, THE CAPTAIN'S ALTIMETER FAILED. FLAG AND ALTIMETER ALERT FLAG IN VIEW.									

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3420		BOEING 737217	PWA JT8D17			INDICATOR 5224431	STICKING PILOTS ATTITUDE		11/9/93 CA931119106
(CAN) PILOT'S ASI READS 3 DEGREES NOSE UP MAXIMUM AT ALL ATTITUDES. NO FLAGS, NO INSTRUMENT COMPARATOR LIGHT.									
5260		BOEING 737275	PWA JT8D9			STOP FITTING 6553764	CRACKED AFT AIRSTAIRS	44584	11/8/93 CA931119105
(CAN) AFT AIRSTAIR DOOR UPPER AFT STOP FITTING CRACKED. PART TC: 47,690 HOURS. AIRCRAFT TT: 51,217 HOURS.									
5330		BOEING 737275	PWA JT8D9			DOUBLER	CRACKED FWD AIR STAIR		10/26/93 CA931101101
(CAN) FORWARD AIRSTAIR DOOR CUTOUT INTERNAL DOUBLER CRACKED AT AFT LOWER CORNER. REPAIRED IN ACCORDANCE WITH BSB 737-53-1058R3. ACFT TT: 40,752 HOURS.									
5330		BOEING 737275C	PWA JT8D9A			SKIN 65458131	CRACKED BS 219-235	48630	11/14/93 CA931117212
(CAN) DURING 'B' CHECK FUSELAGE, SKIN CRACKS FOUND AT LT BS 219-235 WL 215-225 AND RT BS 196-227 WL 215-225 PER SB 737-53-1111. PART TC: 62,552.									
5610		BOEING 737275	PWA JT8D9			WINDSHIELD 589354319	CRACKED PILOT		11/13/93 CA931119103
(CAN) CAPTAIN'S WINDSHIELD CRACKED AND SOME ARCING IN CENTER OF CRACK. AIRCRAFT TT: 52,491 HOURS.									
5245		BOEING 747133	PWA JT9D7			PANEL ASSEMBLY 65B0671320	MISSING PNEU SERVICE		10/11/97 CA971106009
(CAN) PNEUMATIC SERVICE DOOR MISSING. NEW DOOR INSTALLED. AIRCRAFT TT: 61,933 HOURS.									
5312		BOEING 747233B	PWA JT9D7			BOLT	BROKEN AFT PRESS BLKHD	65148	10/5/93 CA931103507
(CAN) AFT PRESSURE BULKHEAD BOLTS ATTACHMENT CHECKED. FOUND LOOSE AND BROKEN. ACFT TT: 77,102 HOURS.									
5330		BOEING 747133	PWA JT9D7			SKIN	CORRODED LT LOWER WING	59438	10/15/93 CA931028502
(CAN) LEFT LOWER WING SKIN CORRODED. FOUND ON 'C' CHECK. PART TC: 16,493. ACFT TT: 65,434 HOURS.									
3417		BOEING 75723A	RROYCE RB211535E437		HONEYWELL 4040800912	CADC 4040800912	STICKING CAPTS		10/24/97 CA971104010
(CAN) CAPTAINS AIR SPEED INDICATOR STICKING AT 100 KNOTS. REPLACED.									
4920		BOEING 767233	PWA JT9D7R4D			ACTUATOR 3790076105	INTERMITTENT APU GUIDE VANE		10/25/97 CA971110015
(CAN) ON TAKEOFF, AUXILIARY POWER UNIT SHUT DOWN. AIRCRAFT RETURNED. OVERWEIGHT LANDING. AUXILIARY POWER UNIT INLET GUIDE VANE ACTUATOR REPLACED.									
5730		BOEING 767233	PWA JT9D7R4D			FILLET 149T7500119	MISSING LT WING		10/19/97 CA971106010
(CAN) LEFT HAND WING FILLET FAIRING MISSING, REPLACED. AIRCRAFT TT: 32,722 HOURS.									
2840		BRAERO HS7482A				SWITCH 119PG	INTERMITTENT FUEL SYS		11/29/93 CA931207003
(CAN) DURING CLIMB, CREW OBSERVED PORT LOW FUEL PRESSURE INDICATION LIGHT ON.									

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5412		BRAERO HS7482A				CLAMP 8145293	CHAFED RT ENGINE	11/22/93 CA931129007	
(CAN) WHILE EN ROUTE, FIRE WARNING WAS EXPERIENCED ON STBD ENGINE. ENGINE SHUTDOWN AND FEATHERED. NO EVIDENCE OF FIRE EXPERIENCED. WATER MENTHANOL COUPLING SHROUD ON REAR FIREPROOF BULKHEAD HAD CHAFED THROUGH ON THE COUPLING SHROUD SECURING CLAMP. AIRCRAFT TT: 30,234 HOURS.									
2430		CESSNA 172M				WIRE	SHORTED OVERVOLTAGE LAMP	11/2/93 CA931121401	
(CAN) TOTAL ELECTRICAL FAILURE. ALTERNATOR FIELD CIRCUIT BREAKER TRIPPED. BREAKER RESET AND ELECTRICAL POWER RESTORED. ALTERNATOR SHOWED OVERCHARGE. OVERVOLTAGE LAMP WIRES FOUND BROKEN OFF AND SHORTED BEHIND INSTRUMENT PANEL. THIS CAUSED CIRCUIT BREAKER TO TRIP.									
2750		CESSNA 172M		MCAULY 1C160DTM		TRACK 052323113	CRACKED TE FLAP	9/5/96 CA961009009	
(CAN) FLAP TRACK FOUND CRACKED ON THE INBOARD SIDE, PROBABLY DUE TO A DEFECTIVE ROLLER BEARING.									
7120		CESSNA 172K	LYC O320E2D			ENGINE RAIL 05131323	CRACKED MT BOLT HOLE	15020 CA970709010	6/26/97
(CAN) DURING MAINTENANCE, IT WAS DISCOVERED THAT THE LEFT HAND ENGINE RAIL WAS CRACKED. P/N 0513132-3 STRINGER ASSY IN THE FUSELAGE FRONT SECTION WAS REPLACED. THE ENGINE RAIL WAS CRACKED AROUND THE ENGINE MOUNT BOLT HOLE.									
7120		CESSNA 180J	CONT O470K			MOUNT 751127	CRACKED LT TOP	5669 CA931129102	11/10/93
(CAN) LT TOP DIAGONAL TUBE CRACKED, AS IF CUT WITH A TUBE CUTTER. A PREVIOUS HORIZONTAL TUBE SPLICE MAY HAVE LED TO EVENTUAL FAILURE.									
7414		CESSNA 180J	CONT O470K		BENDIX	MAGNETO 17921	FAILED DISTRIBUTOR GEAR	1508 CA931129103	11/22/93
(CAN) FAILURE OCCURRED DURING MORNING START-UP, TEMPERATURE (-40 DEGREES CELSIUS). THE ENGINE STARTED NORMALLY, TWO MINUTES INTO WARM-UP, THE ENGINE BEGAN TO RUN ROUGH AND THE RIGHT HAND MAGNETO WENT DEAD. INVESTIGATION REVEALED THE MAGNETO DISTRIBUTOR GEAR TEETH STRIPPED AND ONE-QUARTER OF THE TEETH MISSING.									
3211		CESSNA A185F				SUPPORT BRACKET 071349562	CRACKED MLG	1202 CA970707006	6/26/97
(CAN) PILOT NOTED CLICK NOISE FROM MAIN LANDING GEAR. RIGHT HAND OUTBOARD SUPPORT BRACKET FOUND CRACKED VERTICALLY ALLOWING LEG MOVEMENT. SUBMITTER SAYS THIS IS THE SECOND CASTING REPLACED. NOTED ALSO THAT THE AIRCRAFT IS USED ON UNIMPROVED LANDING STRIPS.									
5753		CESSNA A185F				FLAP TRACK 1221115	BROKEN LT INNER	11/19/93 CA931201012	
(CAN) DOUBLER HOLDING FLAP TRACK AT FORWARD END OF LOWER SLOT CRACKED ALLOWING TRACK TO MOVE, CAUSING SKIN TO CRACK AT STIFFENER AND SOMETIMES STIFFENER TO CRACK. THIS CAUSES FLAP OBSTRUCTION. SUBMITTER NOTES 2 OTHER AIRCRAFT WITH SIMILAR PROBLEMS.									
2750		CESSNA P206D				TAB S2951	BROKEN FLAPS	7/5/93 CA931109102	
(CAN) FLAP CABLE SEIZED AND BROKE TAB ON PUSH-PULL CONTROL, JAMMING FLAP MECHANISM IN DOWN POSITION.									
2821		CESSNA U206G				SCREEN 152675	BLOCKED FUEL OUTLET RT	11/5/93 CA931115203	
(CAN) PILOT COMPLAINED THAT ENGINE QUIT IN-FLIGHT. IT RESTARTED WHEN FUEL TANK SWITCHED AND NOSE LOWERED. THIS IS SECOND OCCURRENCE IN 3 MONTHS. BOTH TIMES AIRCRAFT IN CLIMB, AND RT TANK SELECTED WITH 1/4 FUEL INDICATED. FOUND RT AFT FUEL OUTLET SCREEN 80 TO 90 PERCENT PLUGGED WITH FUEL TANK SEALING COMPOUND. AREA HAD A FUEL LEAK A FEW MONTHS PREVIOUS AND HAD BEEN SEALED. NO SCREEN CLAMP WAS INSTALLED AND EXCESS SEALANT HELD SCREEN IN PLACE. EXCESS SEALANT OOOZED INTO SCREEN BLOCKING OUTLET.									

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3710		CESSNA U206G	CONT IO520F			VACUUM PUMP 212CW	SEIZED SHAFT	282	11/5/93 CA931116006
(CAN) VACUUM PUMP (REBUILT) SEIZED AFTER ONLY TWO MONTHS AND 281.8 HOURS OF OPERATION.									
7313		CESSNA U206G	CONT IO520F			FUEL INJECTOR 627335D13B	LOOSE ENGINE	754	11/5/93 CA931116007
(CAN) AT 200-HOUR INSPECTION, FUEL INJECTOR SHROUD AND SCREEN WERE FOUND LOOSE AND DAMAGED BY VIBRATION. INJECTOR REPLACED.									
8520		CESSNA U206G	CONT IO520F			CONNECTING ROD	FAILED ENGINE	566	11/8/93 CA931207013
(CAN) CYLINDER FAILURE, CONNECTING ROD FAILURE CAUSED HOLE IN CRANKCASE.									
8530		CESSNA U206G	CONT IO520F			PUSH ROD TUBE 53834	BENT CYL EXH	372	11/4/93 CA931201001
(CAN) UPON CYLINDER REMOVAL THE EXHAUST PUSH ROD TUBE AND PUSH ROD WERE FOUND BENT AND WORN. DAMAGE APPEARS TO HAVE BEEN CAUSED BY EXTERNAL FORCE PRYING ON THE PUSH ROD TUBE.									
8530		CESSNA U206G	CONT IO520F			PUSH ROD 537296	BENT CYL EXH	372	11/4/93 CA931202001
(CAN) UPON CYLINDER REMOVAL, THE EXHAUST PUSH ROD TUBE AND PUSH ROD WERE FOUND BENT AND WORN. DAMAGE APPEARS TO HAVE BEEN CAUSED BY EXTERNAL FORCE PRYING ON THE PUSH ROD TUBE.									
8530		CESSNA U206G	CONT IO520F			CYLINDER 639272	CRACKED NR 1 EXH PORT	372	11/5/93 CA931115201
(CAN) AT 200-HOUR INSPECTION, NR 1 CYLINDER WAS FOUND CRACKED AT THE EXHAUST PORT APPROXIMATELY 2 INCHES LONG IN CASTING ABOVE VALVE HEAD.									
5540		CESSNA 208B				BEARING MS244624	WORN RUDDER	7677	12/3/96 CA970702010
(CAN) RUDDER NOTICED TO BE RESTING LOWER THAN NORMAL. INSPECTION FOUND THE UPPER BEARING HAD BECOME SEVERELY WORN. ALL BEARINGS REPLACED. AIRCRAF TT: 8,200 HOURS.									
3246		CESSNA 560CESSNA				SPACER 55422232	SEIZED NLG	611	6/2/97 CA970610006
(CAN) RIGHT NOSE WHEEL SPACER FOUND SEIZED TO AXLE SHAFT. EXCESSIVE FRICTION BETWEEN SEAL AND SPACER CAUSING THE SPACER TO HEAT UP AND SEIZE TO SHAFT. SECOND CASE WITHIN 11.1 HOURS. CESSNA SL560-32-27 REFERS.									
7230		CESSNA 650	GARRTT TFE7313B		GARRTT	COMPRESSOR	DAMAGE 1ST,2ND&3RD STG	9/23/93	CA931029402
(CAN) NR 1 ENGINE REMOVED DUE TO ITT SHIFT IN EXCESS OF 20 DEGREES CELSIUS. NOTED PER GARRETT O.I. 731-13 REVISION C. ALSO, GRINDING NOISE NOTED ON SHUTDOWN. BORESCOPE SHOWED SEVERE DAMAGE TO 1ST, 2ND, AND 3RD STAGE COMPRESSOR. NO FOD NOTED ON FAN BLADES. STRIP REPORT TO FOLLOW.									
7261		CESSNA 650	GARRTT TFE7313B		GARRTT	O-RING	LEAKING NR 2 ENG BRG	9/21/93	CA931029406
(CAN) LOW OIL PRESSURE INDICATED ON NR 2 ENGINE AFTER TAKEOFF. NR 2 ENGINE SHUTDOWN AND AIRCRAFT RETURNED TO BASE. INVESTIGATION FOUND NR 4 BEARING OIL AND SCAVENGE LINES LEAKING. NR 4 BEARING OIL AND SCAVENGE LINE "O" RINGS REPLACED AND ENGINE GROUND RUN FOR LEAK CHECKS SERVICEABLE.									
2360		CNDAIR CL6002B19				STATIC DISCHARGE	BURNT HORIZ STAB	11/14/93	CA931129002
(CAN) AIRCRAFT STRUCK BY LIGHTNING PRIOR TO DEPARTURE. STATIC DISCHARGES ON HORIZONTAL STABILIZER DAMAGED. ALSO NR 1 STAB TRIM CHANNEL UNSERVICEABLE. A LIGHTNING STRIKE SPECIAL CHECK CARRIED OUT.									

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2750		CNDAIR CL6002B19				WIRE 2CE34C22	BURNT RT FLAP		11/15/93 CA931129003
(CAN) FLAPS FAIL LIGHT ILLUMINATED. NO FLAP LANDING. LEFT MAIN TIRE HAD THERMAL DISCHARGE. BOTH LEFT MAIN TIRES REPLACED. MAINTENANCE INVESTIGATION INDICATES FLAP FAILURE CAUSED BY WIRE 2CE34C22 HAD SHORTED AT RT BRAKE POSITION AND SENSING UNIT.									
2750		CNDAIR CL6002B19	GE CF343A1			POWER DRIVE UNIT 865D1007	FAILED FLAPS	5987	10/23/97 CA971110013
(CAN) ON APPROACH, NIL INDICATION OF FLAPS. OVERSHOOT CARRIED OUT, AND FLAPLESS LANDING CARRIED OUT. FLAP POWER DRIVE UNIT REPLACED AND LEFT AND RIGHT FLEX DRIVE DISASSEMBLED, CLEANED AND LUBED. PART TOTAL CYCLES, 5,227.									
2750		CNDAIR CL6002B19	GE CF343A			BRAKE SENSING	OUT OF RIG EICAS	5328	10/9/97 CA971106005
(CAN) ON APPROACH WHEN SELECTED 8 DEGREE FLAP, ENGINE INDICATION CREW ALERTING SYSTEM (EICAS) FLAPS FAIL CAUTION MESSAGE CAME ON. FLAPLESS LANDING CARRIED OUT. RIGGING OF THE BRAKE POSITION SENSING UNIT COMPLETED AS PER TASK 27-51-10-830-801. NO FAULTS FOUND. PART TC: 4,441.									
3240		CNDAIR CL6002B19				BRAKE	INTERMITTENT MLG		10/17/93 CA931026001
(CAN) BRAKE PEDAL MOVEMENT FOUND TO BE RESTRICTED DURING CHECK WHILE IN-FLIGHT. ADDITIONAL FORCE WAS REQUIRED TO ACTIVATE BRAKES. AFTER LANDING, BRAKES OPERATED NORMALLY.									
3242		CNDAIR CL6002B19				BRAKE	INTERMITTENT MLG		10/14/93 CA931022001
(CAN) WHEN BRAKES CHECKED FOR MOVEMENT IN FLIGHT, PILOTS AND CO-PILOTS BRAKE PEDALS DID NOT ROTATE. GREATER FORCE WAS APPLIED AND NORMAL BRAKE PEDAL OPERATION WAS RETURNED. MAINTENANCE ACTION AFTER A NORMAL LANDING INVOLVED LUBRICATION OF BRAKE PLUNGER.									
3246		CNDAIR CL6002B16				WHEEL COVER 68567	MISSING NR 4 WHEEL		11/17/93 CA931124501
(CAN) MAINTENANCE CREW NOTICED WHEEL COVER OF RT OUTBOARD WHEEL WAS MISSING. ALSO, ONE OF THE WHEEL COVER FASTENERS WAS MISSING.									
3610		CNDAIR CL6002B19			14466101	LINE COUPLING 1442619	LEAKING 14TH STAGE LINE	2200	10/11/93 CA931108013
(CAN) SMELL OF SMOKE LIKE BURNING PLASTIC WAS REPORTED BY CREW. INVESTIGATION AFTER AIRCRAFT RETURNED TO POINT OF DEPARTURE REVEALED THE SOURCE OF SMELL WAS OVERHEATED CABIN INSULATION CAUSED BY ANTI-ICE SUPPLY LINE LEAK AT COUPLING 14TH STAGE. THE COUPLING MANUFACTURER HAS INTRODUCED A MORE HEAT RESISTANT COUPLING MATERIAL AND WILL BE INTRODUCING AN IMPROVED REDESIGNED COUPLING. PART TC: 1,625.									
2610		CVAC 340CVAC	ALLSN 501D13D			ELEMENT	SHORTED NR 2 ENG		10/8/97 CA971021014
(CAN) SHORTLY AFTER BEGINNING TAXIING AND PRIOR TO TAKEOFF, THE CAPTAIN REACTED TO A FIRE WARNING FROM ZONE 2 OF THE AIRCRAFT'S NR 2 ENGINE BY SHUTTING THE ENG DOWN AND RELEASING FIRE AGENT IN THE AFFECTED AREA. FIRE ELEMENT WAS FOUND FAULTY AND REPLACED.									
3222		CVAC 340CVAC	ALLSN 501D13			CENTER CAM 52355	BROKEN NLG	855	11/11/93 CA931121404
(CAN) THREE ATTEMPTS REQUIRED TO LOWER NOSE LANDING GEAR. MAINTENANCE INVESTIGATION REVEALED THE CENTERING CAM BEARING LOCATED INSIDE NLG STRUT WAS FOUND BROKEN AND NOT FULLY CENTERING THE NOSE WHEELS WHEN THE NLG STRUT WAS EXTENDED.									
3231		CVAC 340CVAC	ALLSN 501D13		34062504026	BOLT 34835	CRACKED MLG ACTUATOR		11/16/93 CA931130101
(CAN) ON INSPECTION, THE BOLT OF THE MLG DOOR ACTUATOR IDLER ASSEMBLY WAS FOUND TO BE SEPARATED.									

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7921		CVAC 340CVAC				ACTUATOR 315341	FAILED OIL COOLER DOOR	7/16/96 879	CA960729001
(CAN) FLIGHT CREW ON CLIMB-OUT NOTICED NR 2 ENGINE OIL TEMP HIGH AT APPROX 85 DEGREES CELSIUS. OIL COOLER DOOR WAS MANUALLY SELECTED OPEN TO COOL OIL. DID NOT RECTIFY PROBLEM. POWER LEVEL RETARDED TO 1,000 H.P., NO CHANGE. OIL TEMP CONTINUED TO RISE AND WAS E-HANDLED AT 100 DEGREES CELSIUS. REPLACED OIL COOLER AND AIRCRAFT DEPARTED WITH NO FURTHER PROBLEMS. AIRCRAFT TT: 20,551 HOURS.									
7230		CVAC 440	ALLSN 501D13			BEARING 6871643	FAILED REAR NR 2	2/17/97	CA970310006
(CAN) NR 1 ENGINE SHUT DOWN AFTER LANDING DUE TO LOW OIL PRESSURE QUANTITY. MAINTENANCE FOUND THAT THE TURBINE SECTION REAR BEARING SCAVENGE PUMP WAS DAMAGED AND LEAKING. THE ENGINE TURBINE HAD SHIFTED BACK AND DAMAGED THE PUMP. IT IS SUSPECTED THE COMPRESSOR SECTION NR 2 BEARING HAD FAILED. OVERHAUL FACILITY CONFIRMED THAT COMPRESSOR ROTOR BEARING HAD FAILED ALLOWING THE COMPRESSOR ROTOR TO SHIFT FORWARD CONTACTING THE STATOR VALVE AIRSEALS AND INNER BAND.									
5520		CVAC PBY5A			28T10400L	ELEVATOR HORN 28T217	LOOSE LEFT ELEVATOR	6476	11/8/93 CA931117602
(CAN) DURING INSPECTION, THE LEFT ELEVATOR WAS FOUND LOOSE. FURTHER INSPECTION REVEALED THE BRACKET SECURING THE ELEVATOR HORN TO THE ELEVATOR TORQUE TUB HAD LOOSE RIVETS ALLOWING THE CONDITION THAT EXISTED. FLEET INSPECTION HAS BEEN INITIATED AND REPORTS OF LOOSE ELEVATORS WILL BE MADE THROUGH SDR REPORTING. SERVICE DIFFICULTY ADVISORY ISSUED (AV-94-03) ALERTING AVIATION COMMUNITY TO THE PROBLEM.									
8530		DHAV DHC2MK1	PWA R985AN14B			PUSH ROD 39288	SEPARATED NR 1 CYL EXH	10/20/97 715	CA971104001
(CAN) BALL END OF NR 1 CYLINDER PUSH ROD CAME LOOSE, COCKED AND LODGED IN THE EXHAUST VALVE CAUSING THE ENGINE TO RUN ROUGH.									
3246		DHAV DHC3				TIE BAR	CORRODED OUTER END	11/4/93	CA931108104
(CAN) NEW TIE BAR INSTALLED ON 8 MAY 89 DUE TO CORROSION BETWEEN BUSHING AND ALUMINUM ALLOY BAR. SUSPECT DISSIMILAR METAL CORROSION POSSIBLE HEAT TREAT OR CHEMICAL TREATMENT. NEW BAR INSTALLED 24 OCT. 93.									
7120		DHAV DHC3	PWA R1340*			ENGINE MOUNT C3EM2A	CRACKED UPPER LT	99	6/14/93 CA930624301
(CAN) ENGINE MOUNT SUPPORT RING CRACKED BETWEEN COWL SUPPORT BRACKET AND LT SUPPORT 'V' RUNNING HALF WAY AROUND TUBE. SB 3/99 CARRIED OUT 99 HRS PRIOR.									
8520		DHAV DHC3	PWA R1340*			CONNECTING ROD	BROKEN NR 9 CYLINDER	266	11/2/93 CA931112204
(CAN) NR 9 CONNECTING ROD BROKE AT NR 9 CRANK PIN ALLOWING THE PISTON TO TRAVEL UPWARDS DESTROYING NR 9 CYLINDER AND PISTON ASSEMBLY AND CONTAMINATING THE ENGINE. ENGINE AND CASE DAMAGED EXCESSIVELY. NR 9 CYLINDER SEPARATED PUTTING A HOLE IN THE TOP COWL AND THROWING PIECES OUT INTO PROP.									
8530		DHAV DHC3	PWA R1340*			GUIDE EXH VALVE 2342	DISINTEGRATING NR 4 CYLINDER	423	10/18/93 CA931026002
(CAN) PILOT REPORTED ENGINE POPPING SEVERAL DAYS PRIOR TO FAILURE. ON LAST FLIGHT, PUFF OR SMOKE EMITTED FROM ENGINE COWLING AND LOSS OF ENGINE POWER. AIRCRAFT NURSED TO BASE. INSPECTION REVEALED ENGINE SOAKED WITH OIL. FURTHER INSPECTION REVEALED OIL BEING THROWN FROM INTAKE PIPE. OIL ALSO PRESENT IN CARBURETOR INTAKE AND NOSE SECTION FOUND PRESSURIZED.									
8530		DHAV DHC3	PWA R1340*			CYLINDER	SEPARATED NR 5,7,8 CYL	173	8/30/93 CA931112206
(CAN) OVERHAULED ENGINE INSTALLED. NR'S 4, 5, 7, AND 8 CYLINDERS AND PISTON ASSEMBLIES REPLACED DUE TO HEAD SEPARATION. TSOH 173 HOURS.									
8530		DHAV DHC3	PWA R1340*			CYLINDER 2578CA1	SEPARATED NR 2	166	8/30/93 CA931112205
(CAN) ON DESCENT, PILOT EXPERIENCED ROUGH RUNNING ENGINE AND DID AN EMERGENCY APPROACH AND LANDING. AFTER SHUTDOWN, INSPECTION REVEALED NR 2 CYLINDER HEAD HAD SEPARATED .25 INCH FROM BARREL. CYLINDER WAS REPLACED. THERE WAS NO INDICATION OF OVERBOOST.									

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2710		DHAV DHC6300	PWA PT6A27			BEARING	STICKING AUTOPILOT		11/24/93 CA931126005
(CAN) DEFECT FOUND DURING FUNCTION CHECK OF FLIGHT CONTROLS EXCESSIVE BEARING NOISE AND SLIGHT STICKING OF CONTROL COLUMN DURING AILERON MOVEMENT.									
2720		DHAV DHC6300	PWA PT6A27			RUDDER STOP C6FS18379	DEBONDED LT STOP		10/27/93 CA931123502
(CAN) FOLLOWING TAKEOFF IN GUSTING CROSSWIND, THE PILOT NOTICED RUDDER INTERFERENCE AT THE RUDDER PEDAL. LT RUDDER STOP HAD DEBONDED RESULTING IN LOSS OF THE CUSHION STOP AND ALLOWING THE RUDDER TO TRAVEL ROUGHLY AN EXTRA INCH TOWARDS THE LT STOP. THIS ALLOWED A FAIRING TO CONTACT THE FORWARD AREA OF THE RUDDER VERTICAL FIN.									
5270		DHAV DHC6200	PWA PT6A20			SWITCH MS25261	ADJUSTMENT DOOR UNLOCK		11/1/93 CA931118002
(CAN) DOOR UNLOCK CAUTION LIGHT CAME ON AFTER TAKEOFF - ADJUSTED. ACFT TT: 5,270 HOURS.									
7170		DHAV DHC7102	PWA PT6A50	HAMSTD 24PF305		P4 DRAIN LINE 72110177003	CRACKED NR 2/3 ENG		11/3/97 CA971110005
(CAN) DURING A ROUTINE INSPECTION, THE NR 2 AND NR 3 ENGINES P4 DRAIN LINES WERE FOUND CRACKED. SUBMITTER STATED THAT POSSIBLY THE CRACKS WERE CAUSED BY WATER ACCUMULATION AFTER ENGINE WATER WASHES. THE MAINTENANCE PROGRAMS HAVE BEEN MODIFIED TO CALL FOR A GROUND RUN WITH BLEED AIR ON AFTER A WATER WASH.									
2133		DHAV DHC8*				VALVE	STICKING OUTFLOW		10/29/93 CA931124004
(CAN) DURING CLIMB AT FL 200, PILOT OBSERVED SUDDEN NOISE FROM FORWARD SAFETY OUTFLOW VALVE AND CABIN PRESSURIZATION. AIRCRAFT DIVERTED TO FL 120 AND FLIGHT CREW WAS ABLE TO MANUALLY MAINTAIN CABIN PRESSURE.									
2360		DHAV DHC8301				DISCHARGER 4T1T1	BURNT LT OUTER WICK		10/25/93 CA931110001
(CAN) ON APPROACH AIRCRAFT STRUCK BY LIGHTNING AT DOOR 113AC, AND LT BATTERY BAY. EXITED AT LT OUTER STATIC WICK.									
2430		DHAV DHC8102	PWA PW120A			STUD 724751	BURNT FIREWALL		11/24/93 CA931207005
(CAN) NR 1 DC GENERATOR FAILED AGAIN. CAUTION LIGHT ON AND LOAD SHOWS LOW 1.1. FIREWALL. TERMINAL BLOCK GEN NEGATIVE CABLE LOOSE.									
2435		DHAV DHC8102	PWA PW120A			GENERATOR 23882A	FAILED START/GEN	2	10/18/93 CA931112610
(CAN) GENERATOR KICKED OFF LINE IN-FLIGHT. ON REMOVAL, GENERATOR SHAFT WAS FOUND SHEARED.									
2730		DHAV DHC8102				TRIM ACTUATOR	CONTAMINATED ELEVATOR		10/12/93 CA931029405
(CAN) DURING CLIMB, THE ELEVATOR TRIM BECAME PROGRESSIVELY STIFF AND IN CRUISE AT 30 DEGREES CELSIUS IT REQUIRED A LOT OF FORCE TO MOVE. ONCE TRIM MOVED AND EXERCISED IT BECAME SMOOTHER, ONCE CYCLING STOPPED IT BECAME STIFF. DURING DESCENT, THE TRIM BECAME FREE. TRIM ACTUATOR GREASED.									
2730		DHAV DHC8102				ROD END BEARING MS211518	DRY LT TRIM TAB		10/1/93 CA931029404
(CAN) DURING FLIGHT, THE ELEVATOR TRIM BECAME PROGRESSIVELY STIFF AND MORE DIFFICULT TO OPERATE AT HIGHER AIRSPEEDS AND LOWER TEMP. WORN ROD END BEARING ON THE INPUT ROD TO THE LT TRIM TAB - NO LUBRICATION ON TAB HINGES. AIRCRAFT JUST PAINTED. SUSPECT BEARING GREASE WASHED OUT DURING DEGREASING OF AIRCRAFT. OLD BEARING SHOWED SIGNS OF WATER INGRESS MAY HAVE FROZEN CAUSING STIFFNESS.									

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2810		DHAV DHC8102	PWA PW120A			FUEL TANK	LEAKING LH	11198	11/24/93 CA931207006
(CAN) FUEL SEEPING FROM TANK AT FORWARD INBOARD END OF LT FUEL TANK AND IN WHEEL WELL AT SAME LOCATION IN AREA OF LT LANDING AND TAXI LAMP. PART TC: 15,461.									
2844		DHAV DHC8102	PWA PW120A			SWITCH 861295	LEAKING NR 1 ENG LP		11/21/93 CA931129012
(CAN) FUEL LEAK NR 1 ENGINE LOW PRESSURE SWITCH.									
2910		DHAV DHC8101	PWA PW120A			TUBE 82971217	CRACKED HYD PRESSURE		11/24/93 CA931203001
(CAN) ON TAXI, LOST HYDRAULIC PRESSURE. HYDRAULIC LINE TO LT SPOILER DUMP VALVE CRACKED.									
2910		DHAV DHC8102	PWA PW120A			POWER UNIT 417622	LEAKING TRANSFER UNIT		10/17/93 CA931108016
(CAN) HYDRAULIC LEAK IN RT WING ROOT AREA. REPLACED POWER TRANSFER UNIT.									
2910		DHAV DHC8102	PWA PW120			LINE 829719263	BROKEN CASE DRAIN		10/28/93 CA931115008
(CAN) DURING START CHECK, NR 2 HYDRAULIC SYSTEM WAS DOWN TO 1 QUART. HYDRAULIC LEAK IN RT WHEEL WELL.									
2910		DHAV DHC8102	PWA PW120A			TRANSDUCER APT7514SG	LEAKING HYD SYS		10/28/93 CA931119603
(CAN) TRANSDUCER LEAKING.									
2910		DHAV DHC8102	PWA PW120A			TRANSDUCER APT7514SG	LEAKING HYD SYS		11/7/93 CA931119604
(CAN) TRANSDUCER LEAKING.									
2910		DHAV DHC8102	PWA PW120A			HYD LINE 82971477	BROKEN NR 2 SYS		10/28/93 CA931112605
(CAN) DURING CLIMB-OUT, LOST ALL HYDRAULIC FLUID IN NR 2 SYSTEM. FLARED END ON RETURN LINE TO PRESSURE MANIFOLD CRACKED OFF.									
2910		DHAV DHC8102	PWA PW120A			FITTING AN9376D	CRACKED NR 2 SYS	19583	10/20/93 CA931108015
(CAN) HYDRAULIC FLUID LEAKING FROM RT ARMPIT AREA. NR 2 SYSTEM PRESSURE SPLITTER LEAKING. PART TC: 25,594.									
3213		DHAV DHC8301	PWA PW123		ROTOL 10100505	TORQUE LINK DCL31588	DRY MLG	9464	10/20/93 CA931029418
(CAN) GREASE PATH IN MLG CYLINDER ASSY WAS NOT LINED UP WITH THE GREASE GROOVE ON THE BUSHINGS P/N 10173-501 EA4; THEREFORE, NOT SUPPLYING ANY GREASE TO THE PIN IN THE UPPER TORQUE LINK ATTACH POINT. PART TC: 10,799.									
3221		DHAV DHC8301	PWA PW123			FITTING 853133915	CRACKED WEB AREA		3/25/93 CA931201003
(CAN) FITTINGS CHECKED PER SB A8-53-35 AND 8-53-40 BOTH CRACKED.									
3221		DHAV DHC8311	PWA PW123			BOLT	SHEARED NLG RETRACT		11/10/93 CA931201007
(CAN) NLG RETRACT ACTUATOR TRUNNION HAS THREE ATTACHMENT BOLTS SHEARED.									

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3222		DHAV DHC8102	PWA PW120A			STRUT 8213	STIFF NLG	5796	10/14/93 CA931108018
(CAN) ON APPROACH, LANDING GEAR INOP CAUTION LIGHT CAME ON. ALT PROCEDURE USED TO LOWER THE GEAR. INVESTIGATION - NOSE GEAR VERY HARD TO UNLOCK.									
3222		DHAV DHC8301	PWA PW123		ROTOL 8800	LOWER LINK PIN 88711	PITTED NLG	549	10/20/93 CA931029417
(CAN) TORQUE LINK PIN AND BUSHING HAVE PITTING ON THEM THAT LOOKS LIKE IT COULD HAVE BEEN CAUSED BY A STATIC DISCHARGE. PART TC: 908.									
3230		DHAV DHC8102			ROTOL 8200103	NLG DRAG STRUT 82243	CRACKED NLG	22753	9/15/93 CA931029407
(CAN) DURING GEAR EXTENSION, A LOUD BANGING WAS HEARD FROM THE NOSE GEAR AREA. THE NOSE LANDING GEAR UNSAFE LIGHT CAME ON AND THE HANDLE LIGHT WAS FLICKERING. ALTERNATOR GEAR EXT USED. NOSE LANDING GEAR DRAG STRUT ACTUATOR ATTACHMENT FITTING FOUND CRACKED. TUBE BEING REDESIGNED. SB TO BE ISSUED LIMITING OLD TUBES TO 13,400 CYCLES. PART TC: 27,117.									
3230		DHAV DHC8102	PWA PW120A			REPLAY XD4N	INTERMITTENT MLG IND		10/14/93 CA931110003
(CAN) ON APPROACH, LANDING GEAR INOP LIGHT CAME ON. ALT PROCEDURE USED TO LOWER GEAR. INVESTIGATION - NOSE GEAR VERY STIFF TO UNLOCK.									
3230		DHAV DHC8102	PWA PW120A			UPLOCK ACTUATOR 18113	STICKING LT MLG		10/30/93 CA931119003
(CAN) LEFT MLG REMAINED UP ON DOWN SELECTION. RE-SELECTED UP AND ALL GEAR INDICATED DOWN.									
3231		DHAV DHC8102	PWA PW120A			LINE 82970010391	LEAKING LT MLG AFT DOOR		12/5/97 CA980113011
(CAN) LEFT HAND MAIN AFT GEAR DOOR SEQUENCE VALVE 'CLOSE' LINE FOUND LEAKING.									
3232		DHAV DHC8311	PWA PW123			ACTUATOR 18551	INTERMITTENT LT MLG UPLOCK		11/8/93 CA931124001
(CAN) ON TAKEOFF, LT MAIN GEAR DOOR REMAINED DOWN. RECYCLED, DOOR STAYED UP. RECYCLED, DOORS DOWN.									
3233		DHAV DHC8102	PWA PW120A			BOLT MS21423	SHEARED NLG ACTUATOR		11/11/93 CA931126009
(CAN) BOLT HEAD MISSING ON NOSE GEAR ACTUATOR ATTACH FITTING 85310340.									
3233		DHAV DHC8102	PWA PW120A			UPLOCK ACTUATOR 18113	INTERMITTENT RT MLG		10/16/93 CA931101002
(CAN) ON DOWN SELECTION, RT MLG GEAR UNSAFE LIGHT ON. GEAR CAME DOWN APPROXIMATELY 3 MINUTES LATER.									
3233		DHAV DHC8311	PWA PW123			ACTUATOR 15511	FAILED LT MLG		10/19/93 CA931108203
(CAN) ON TAKEOFF, LT MAIN GEAR WOULD NOT INDICATE UP AND LOCKED - DOORS OPEN. ALTERNATE GEAR EXTENSION USED.									
3234		DHAV DHC8102				SELECTOR VALVE 574205	FAILED MLG		9/4/97 CA971020015
(CAN) WITH NORMAL APPROACH FOR LANDING AND GEAR SELECTION, GEAR FAILED TO COME DOWN. ALTERNATE SELECTION MADE, OK. LANDED OK. SELECTOR VALVE REPLACED.									

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3234		DHAV DHC8301	PWA PW123		83220001001	SELECTOR 574205	FAILED NLG	18896	10/6/97 CA971020005
(CAN) AFTER TAKEOFF, WHEN GEAR SELECTED UP, THE NOSE LANDING GEAR UNSAFE INDICATION REMAINED ON FOR 1 OR 2 MINUTES. NOSE GEAR THEN CYCLED TWICE OFF THE UPLOCKS BEFORE INDICATING UP AND LOCKED. AIRCRAFT RETURNED TO LAND AND DID A FLY-BY BY THE TOWER. LANDED OK. INSPECTION FOUND THE NOSE LANDING GEAR SELECTOR VALVE UNSERVICEABLE. PART TC: 34,957.									
3242		DHAV DHC8102				BRAKE ROTOR 134258	BROKEN NR 4		10/26/93 CA931119002
(CAN) NR 4 BRAKE HAD BROKEN ROTOR ON WHEEL REMOVAL.									
3260		DHAV DHC8102				TARGET	OUT OF ADJUST NLG		11/13/93 CA931201014
(CAN) PSEU MEMORY INTERROGATED AND A CODE FOR THE NLG DOWNLOCK TARGET FOUND GAP OUT OF LIMITS. ADJUSTED AND SECURED.									
3260		DHAV DHC8102	PWA PW120A			PSEU 8415	INTERMITTENT NOSE LG SYS		10/14/93 CA931110002
(CAN) ON APPROACH, LANDING GEAR INOP LIGHT CAME ON. ALT PROCEDURE USED TO LOWER GEAR. INVESTIGATION - NOSE GEAR VERY HARD TO UNLOCK.									
3260		DHAV DHC8102	PWA PW120A			WIRE	CUT NOSE PROXIMITY		10/5/93 CA931116005
(CAN) THE NOSE GEAR FAILED TO EXTEND. EMERGENCY PROCEDURE USED. WIRE TO PROXIMITY SWITCH CUT.									
3414		DHAV DHC8102				ASI	STICKING PILOTS		11/12/93 CA931124005
(CAN) BOTH PITOT HEADS REPLACED. ON TAKEOFF, PILOT'S ASI STUCK AT 50 KNOTS, COPILOT'S READING 70 KNOTS.									
3416		DHAV DHC8*	PWA PW120			ALTIMETER 152734	ALTERED LOCATOR PIN SLOT		9/20/93 CA931108105
(CAN) LOCATOR PIN SLOT MODIFIED AS INDICATED IN SDA AV-93-07.									
3416		DHAV DHC8102	PWA PW120A		AEROMECH 804710DH	ALTIMETER 8471DH	CALIBRATION BARO SET		11/17/93 CA931125602
(CAN) UNIT REMOVED FOR CALIBRATION. BARO-SET NOT STOPPING AT THE PROPER SETTINGS 28.10 AND 31.00. UNIT RETURNED. SUSPECT ILLEGAL MOD CARRIED OUT.									
6110		DHAV DHC8311	PWA PW123	HAMSTD 14SF15	HAMSTD	ACTUATOR 79182	LEAKING PROP DOME	7304	10/19/93 CA931108202
(CAN) IN CRUISE, NR 1 ENGINE HAD LOW OIL PRESSURE INDICATION. CREW REDUCED POWER ON DESCENT AND PRESSURE REMAINED WITHIN LIMITS. AIRCRAFT LANDED NORMALLY. MAINTENANCE REVEALED OIL LEAK AT PROPELLER DOME CAUSING LOSS OF ENGINE OIL. CAUSE OF OIL LEAK DETERMINED TO BE PROPELLER ACTUATOR ASSEMBLY. ACTUATOR CHANGED AND ENGINE RUN UP SERVICEABLE AND AIRCRAFT RETURNED TO SERVICE. PART TC: 9,221.									
6110		DHAV DHC8311	PWA PW123	HAMSTD 14SF15	HAMSTD	PROP ASSY	FAILED NR 2	5771	11/11/93 CA931201010
(CAN) ON APPROACH, AN AURAL GPWS PULL UP WARNING WAS RECEIVED. POWER WAS APPLIED FOR A GO-AROUND AND IT WAS NOTICED BOTH TORQUE GAUGES WERE BLANK. ON GROUND, BOTH ENGINES WERE INSPECTED FOR OVERTORQUE PER WORK CARD AND NR 2 PROPELLER ASSEMBLY WAS REPLACED PER FLIGHT DATA RECORDER (FDR). PART TC: 6,984.									
6110		DHAV DHC8311	PWA PW123	HAMSTD 14SF15	HAMSTD	PROPELLER 86661	OVERTORQUE NR 2 ENG	5304 2639	10/12/93 CA931101001
(CAN) NR 2 PROPELLER REPLACED DUE TO ENGINE OVERTORQUE. PART TC: 6,340.									

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6120		DHAV DHC8*				PULLEY MS22194	WORN PROP CONTROL SYS		11/23/93 CA931201004
(CAN) ON SELECTING RT ENGINE TO FLIGHT IDLE FOR TAXI, PROP REMAINED IN BETA RANGE (LIGHT ON). RE-SELECTION TO BETA CAUSED PROP TO GO INTO REVERSE RANGE. INVESTIGATION REVEALED WEAR AND DAMAGE TO THE POWER CONTROL CABLE PULLEYS IN THE WING LEADING EDGE ALLOWING SUFFICIENT CABLE SLACK THAT ONE OF THE CABLES BECAME DISENGAGED FROM THE NACELLE QUADRANT.									
6120		DHAV DHC8102	PWA PW120A		BENDIX	TSCU 336774	FAILED NR 1 ENGINE		9/19/93 CA931108006
(CAN) IN CLIMB-OUT, CREW NOTED UNCOMMANDED POWER LOSS ACCOMPANIED BY FUEL FLOW AND ITT INCREASE. SINGLE ENGINE LANDING CARRIED OUT. TROUBLESHOOTING GROUND RUNS REVEALED TORQUE SENSOR CONDITIONING UNIT WOULD NOT INDICATE MORE THAN 55 PERCENT TORQUE. THIS LED TO TSCU REPLACEMENT. TEST AT BENDIX REVEALED EMI FILTER F8 WAS UNSERVICEABLE.									
7170		DHAV DHC8102	PWA PW123			LINE DSC1975	CHAFED NAC FUEL DRAIN	9830	10/26/93 CA931115202
(CAN) DURING ZONAL INSPECTION CHAFING BETWEEN THE ENGINE COMBUSTION CHAMBER TO THE NACELLE DRAIN LINE AND THE MAIN OIL LINE AT THE BOTTOM OF THE ENGINE ABOVE THE HORIZONTAL FIREWALL. THE FUEL DRAIN LINE WAS CHAFED THROUGH CAUSING FUEL SPILLAGE INTO NACELLE AREA AFTER ENGINE SHUT DOWN. THE MAIN OIL LINE WAS NOT BADLY DAMAGED. CLAMPING ARRANGEMENTS WERE REVIEWED INCLUDING INSTALLATION OF AN ADDITIONAL CLAMP NOT SHOWN IN THE IPC. PART TC: 12,750.									
7200		DHAV DHC8102	PWA PW120A			ENGINE	FAILED NR 2	9594	10/8/93 CA931029413
(CAN) DURING TAXI, CREW REPORTED SMOKE IN AIR CONDITIONING SYSTEM AND ALSO NR 2 ENGINE TORQUE, ITT AND NH FLUCTUATIONS. NR 2 ENGINE SHUTDOWN. ALL ENGINE CONDITION PANEL INDICATORS WERE FLAGGED. SUSPECT INTERNAL BEARING FAILURE. ENGINE REPLACED. P&W CANADA WILL INVESTIGATE REPORT TO FOLLOW. PART TC: 12,838.									
7210		DHAV DHC8102	PWA PW120A			BEARING 3113711	SPALLED PUMP DRIVE	12352 6367	10/28/93 CA931112601
(CAN) SOAP SHOW ENGINE METAL CONTAMINATION. ENGINE REMOVED AND SENT FOR REPAIR AND OVERHAUL. TEARDOWN REPORT FOUND THE FUEL PUMP DRIVE REAR BEARINGS IN THE ACCESSORY GEARBOX BADLY SPALLED WITH READILY APPARENT MATERIAL LOSS. THIS WAS CONSIDERED TO BE SUFFICIENT TO EXPLAIN THE OIL ANALYSIS RESULTS. THIS BEARING WAS EVALUATED AS BEING IN IMMINENT DANGER OF FAILURE.									
7210		DHAV DHC8102	PWA PW120A			BEARING 3111911	SPALLED RED GRBOX	13112 9131	10/22/93 CA931112613
(CAN) ENGINE SENT FOR INVESTIGATION AFTER BEARING METAL CONTAMINATION WAS FOUND FROM OIL ANALYSIS. INVESTIGATION FOUND THE PRIMARY SOURCE OF THE METAL CONTAMINATION WAS FOUND TO HAVE COME FROM A BADLY SPALLED BALL BEARING LOCATED IN THE NR 10R POSITION. THE NR 19 ROLLER BEARING ALSO HAD ONE PATCH OF SPALLING ON ONE ROLLER. BOTH NR 13 BEARINGS SHOW SOME PITS ON THE OUTER RACES WITH MINOR MATERIAL LOSS AND THE NR 12R BEARING HAS SOME PITTING OR SPALLING AND MATERIAL LOSS FROM THE EXTREME EDGE OF THE ROLLER. THE EXTENT OF THE SPALLING ON THE NR 10 BALL BEARING IS MORE THAN SUFFICIENT TO ACCOUNT FOR THE FINDINGS OF METAL CONTAMINATION. PART TC: 16,589.									
7210		DHAV DHC8102	PWA PW120A		HAMSTD	COVER 3199761	CORRODED PROP THRUST BRNG		11/26/93 CA931201002
(CAN) PROPELLER THRUST BEARING COVER WAS FOUND CORRODED HEAVILY ALONG SEAL RETAINING SURFACE IN BOTTOM THIRD OF COVER. CORROSION WAS CONFINED TO THIS AREA OF THE COVER, BUT HAD DESTROYED 100 PERCENT OF THE SURFACE WITH PITTING TO APPROXIMATELY .030 INCH. NO DAMAGE WAS FOUND TO VERTICAL FLANGE BEHIND THE SEAL. ENGINE WAS REMOVED AND REDUCTION GEARBOX SENT TO PRATT & WHITNEY FOR REPAIR.									
7260		DHAV DHC8102	PWA PW120A			SPUR GEAR 31116931	STRIPPED ACCESSORY GEARBX	11181	10/11/93 CA931029416
(CAN) IN CRUISE AT FL 80, NR 2 ENGINE FLAMED OUT. ALL ASSOCIATED CAUTION LIGHTS ILLUMINATED. IGNITERS WERE OFF. INVESTIGATION POINTS TO ACCESSORY DRIVE FUEL PUMP SPUR GEAR FAILURE. PART TC: 10,980.									

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7260		DHAV DHC8311	PWA PW123			GARLOCK SEAL 3114351	BLOWN HYDRAULIC PUMP		11/4/93 CA931115001
(CAN) NR 2 ENGINE OIL PRESSURE CAUTION LIGHT CAME ON DURING TAKEOFF ROLL. INSPECTION FOUND LARGE OIL LEAK. INVESTIGATION FOUND THE HYDRAULIC PUMP GARLOCK SEAL HAD BLOWN.									
7261		DHAV DHC8102	PWA PW123			LINE OIL VENT 33477	CUT/WORN 6&7 BEARING VENT	8305	12/2/93 CA931207001
(CAN) OIO VENT LINE WORN (CUT) WHERE IT PASSES THROUGH FIREWALL COLLARS P/N 3111151-02. FOUND ON INSPECTION AFTER REMOVAL FOR SCHEDULED MAINTENANCE. PART TC: 8,305.									
7310		DHAV DHC8102	PWA PW120A			O-RING PACKING AS3299	CUT FUEL XFER TUBE		9/28/93 CA931029415
(CAN) GROUND PERSONNEL REPORTED FUEL LEAK IN RT NACELLE AREA, ENGINE WAS NOT RUNNING. MAINTENANCE FOUND 2 "O" RINGS CUT/PINCHED AND 1 FUEL TRANSFER TUBE WAS NOT TOTALLY SEATED INTO BORE OF MANIFOLD ADAPTER.									
7320		DHAV DHC8301	PWA PW123			WIRING HARNESS 311991	CHAFED AT MFC & EEC	8546	11/25/93 CA931202002
(CAN) ON CLIMB OUT, NR 1 ENGINE AUTOFEATHERED. THE ENGINE WAS SHUTDOWN AND THE AIRCRAFT RETURNED TO BASE. MAINTENANCE INVESTIGATION INDICATED MECHANICAL FUEL CONTROL (MFC) FAULT. UNIT WAS CHANGED AND AIRCRAFT RETURNED TO SERVICE. THE SNAG RE-APPEARED LATER DURING TAXIING OPERATIONS. MAINTNEANCE TROUBLESHOOTING LOCATED CHAFING WIRING WITHIN THE ENGINE WIRING HARNESS BETWEEN THE MFC AND THE ENGINE ELECTRONIC CONTROL (EEC). WIRING WAS REPAIRED, ENGINE GROUND-CHECKED SERVICEABLE AND AIRCRAFT RETURNED TO SERVICE. PART TC: 10,794.									
7324		DHAV DHC8102	PWA PW120A			TUBE 3156671	MISSING NR 1 FLOW DIVIDE	14148	11/11/93 CA931201006
(CAN) NR 1 ENGINE FUEL LEAK IN AREA OF FLOW DIVIDER. TRANSFER TUBE FOUND MISSING AT PRESSURE INLET OF FLOW DIVIDER. TUBE REPLACED. PART TC: 19,782.									
7712		DHAV DHC8102	PWA PW120A		310450001	HARNESS 311195401	FAULTY NR 2 ENGINE	14716 10549	11/4/97 CA971110006
(CAN) DURING CLIMB-OUT, NR 2 ENGINE TORQUE INDICATOR WENT TO ZERO, ALL OTHER PARAMETERS REMAINED NORMAL. NR 2 ENGINE WAS SHUTDOWN. POST-FLIGHT INVESTIGATION FOUND THE NR 2 ENGINE HARNESS FAULTY. THE HARNESS WAS REPLACED, THE ENGINE WAS GROUND RUN SERVICEABLE AND THE AIRCRAFT RETURNED TO SERVICE. PART TC: 10,669.									
7712		DHAV DHC8311	PWA PW123			TORQUE SENSOR 311981	FAULTY NR 2 ENGINE	2347	10/7/93 CA931108017
(CAN) NR 2 ENGINE HAD UNCOMMANDED AUTOFEATHER AFTER TAKEOFF. NR 2 ENGINE TORQUE SENSOR REPLACED. PART TC: 3,714.									
7921		DHAV DHC8102	PWA PW120A			OIL COOLER 28E997	LEAK NR 1 ENGINE	7820	10/6/93 CA931029414
(CAN) NR 1 ENGINE OIL PRESSURE LIGHT CAME ON. CREW PERFORMED NR 1 ENGINE INFLIGHT SHUTDOWN. OIL COOLER FOUND TO BE LEAKING INTERNALLY. OIL COOLER REPLACED. PART TC: 8,095.									
3230		DOUG DC1030				RELIEF VALVE 1139645	LEAKING LT MLG BOGIE		10/17/93 CA931101102
(CAN) LANDING GEAR LEVER COULD NOT BE MOVED UP AFTER TAKEOFF. MAINTENANCE CHECK REVEALED LTGEAR BOGIE TRIM CYLINDER EXTERNAL HYDRAULIC RELIEF VALVE WAS FOUND LEAKING WHEN HYDRAULIC FUSE RESET. TRUCK BEAM TRIM CYLINDER RELIEF VALVE REPLACED.									
7250		DOUG DC1030	GE CF650C2			TURBINE CASE 725410	CRACKED NR 1 ENG	48261 10403	8/24/97 CA970909005
(CAN) ON DESCENT, NOTICEABLE BUZZ IN NR 1 ENG FUEL LEVER AND SOFTER BUT STILL NOTICEABLE BUZZ FROM NR 1 FIRE HANDLE. TURBINE VIBS INCREASED TO 4.5 UNITS. TURBINE CASE CRACKED 12-1 O'CLOCK POSITION 12 INCHES LONG. HEAT SHIELD ABOVE CRACK MISSING FROM PYLON. PART TC: 670.									

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7250		DOUG DC1030	GE CF650C2		GE	C SUMP	LEAKING TURBINE MIDFRAME		11/12/93 CA931119102
(CAN) AT THE TOP OF DESCENT, THE NR 1 ENGINE WAS SHUTDOWN DUE TO LOW OIL PRESSURE. VISUAL INSPECTION CARRIED OUT WITH NO EVIDENCE OF EXTERNAL OIL LEAKS. REPLACED OIL QUANTITY INDICATOR, SCAVENGE LUBE PUMP, OIL FILTER AND MAGNETIC PLUGS. AIRCRAFT RETURNED TO SERVICE AND OIL QUANTITY MONITORED. FOUND OIL LEAKING FROM "C" SUMP VENT TUBE. SUSPECT "C" SUMP AIR OIL SEAL. NR 1 ENGINE WAS REPLACED.									
8500		DOUG DC6A	PWA R2800*			ENGINE	MAKING METAL NR 1	796	11/19/93 CA931125002
(CAN) DURING CLIMB, NR 1 ENGINE LOST OIL PRESSURE. ENGINE WAS SHUTDOWN. ON RETURN TO BASE, METAL WAS FOUND IN THE OIL FILTER. ENGINE WAS REPLACED.									
2160		DOUG DC932	PWA JT8D7A			VALVE 6714622	INOPERATIVE CABIN TEMP CTL		9/28/93 CA931028501
(CAN) FLIGHT ATTENDANT REPORTED CABIN OVERHEAT. FOUND RIGHT CABIN TEMPERATURE CONTROL VALVE STUCK IN FULL OPEN POSITION. INOPERATIVE VALVE REPLACED.									
2312		DOUG DC932	PWA JT8D7		KTR9100A	TRANSCIEVER KTR9100A	FAILED COMM RADIO SYS		10/12/97 CA971106011
(CAN) ON APPROACH WHEN SWITCHING TO TOWER FREQ, A COMPLETE RADIO FAILURE OCCURRED. UNABLE TO ESTABLISH COMMUNICATION UNTIL ON GROUND. THEN FIRST OFFICER CONTACTED MAINT ON FREQ 121.8. TOWER CONTACTED AND INFORMED OF PROBLEM.									
2410		DOUG DC932	PWA JT8D7A			CSD TRANSMISSION 6962233A	FAULTY NR 51 GENERATOR		10/7/93 CA931103508
(CAN) AFTER AIRCRAFT ARRIVAL, UNABLE TO START APU. ON NEXT TAKEOFF, CONSTANT SPEED DRIVE (CSD) OIL PRESSURE LIGHT ON AND LEFT GENERATOR DROPPED OFF LINE WITH AC CROSS-TIE LOCKED OUT. AIRCRAFT RETURNED TO AIRPORT. LEFT CONSTANT SPEED DRIVE TRANSMISSION WAS REPLACED.									
2410		DOUG DC932	PWA JT8D7A			HEAT EXCHANGER B18D18	FAULTY CSD		10/7/93 CA931116008
(CAN) AFTER AIRCRAFT ARRIVAL UNABLE TO START APU ON NEXT TAKEOFF, CONSTANT SPEED DRIVE (CSD) OIL PRESSURE LIGHT ON AND LEFT GENERATOR DROPPED OFF LINE WITH AC CROSS-TIE LOCKED OUT. AIRCRAFT RETURNED TO AIRPORT. LEFT ENGINE CSD OIL HEAT EXCHANGER REPLACED.									
2421		DOUG DC932	PWA JT8D7A			AC GENERATOR 976J2522	FAULTY NR 1 ENGINE		10/7/93 CA931116009
(CAN) AFTER AIRCRAFT ARRIVAL, UNABLE TO START APU. ON NEXT TAKEOFF, CONSTANT SPEED DRIVE (CSD) OIL PRESSURE LIGHT ON ND LEFT GENERATOR DROPPED OFF LINE WITH AC CROSS-TIE LOCKED OUT. AIRCRAFT RETURNED TO AIRPORT. LEFT HAND ENGINE AC GENERATOR REPLACED.									
3231		DOUG DC932	PWA JT8D7A			MLG DOOR LATCH	LOOSE RIGHT MLG DOOR		9/24/93 CA931020504
(CAN) LANDING GEAR DOOR INDICATED OPEN AFTER LANDING SELECTED DOWN. MAINTENANCE CHECK REVEALED MAIN LANDING GEAR (MLG) DOOR LATCH MECHANISM WAS LOOSE. BOLTS OF DOOR MECHANISM REPLACED AND LANDING GEAR SYSTEM CHECKED FOR OPERATION.									
3244		DOUG DC932	PWA JT8D7A			TIRE 193KH138	SEPARATED NR 2 MAIN WHEEL		10/5/93 CA931103511
(CAN) NR 2 MLG TIRE WAS FOUND SEPARATED FROM RIM. WHEEL ASSEMBLIES NR 1 AND NR 2 REPLACED.									
3244		DOUG DC932	PWA JT8D7A			TIRE 397692	SEPARATION NR 3 MAIN WHEEL		10/9/93 CA931103510
(CAN) TREAD SEPARATION OCCURRED ON NR 3 MAIN WHEEL ASSEMBLY WHICH CAUSED HYDRAULIC FLUID LOSS AND DAMAGE TO RIGHT HAND FLAP. MAIN WHEEL ASSEMBLY REPLACED. HYDRAULIC LINE REPLACED AND FLAP REPAIRED.									

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5242		DOUG DC932	PWA JT8D7A			DOOR	OPEN EE DOOR		9/27/93 CA931020502
(CAN) UNABLE TO PRESSURIZE DURING FLIGHT, AIRCRAFT RETURNED TO DEPARTURE BASE. PROBLEMS CAUSED BY ELECTRONIC DOOR BEING OPEN AND WARNING LIGHT DID NOT ILLUMINATE. DOOR CLOSED AND WARNING LIGHT FIXED. ACFT TT: 59,594 HOURS.									
3030		FOKKER F28MK1000				PITOT TUBE 853BR	INOPERATIVE NR 2 SYS		11/3/93 CA931122201
(CAN) WHILE ON IFR APPROACH INTO EDMONTON DURING ICING CONDITIONS, THE CREW NOTICED AN AIRSPEED DISCREPANCY BETWEEN NR 1 AND NR 2 INDICATORS. MAINTENANCE INVESTIGATION REVEALED NR 2 PITOT MAST DE-ICER HEATER WAS INOPERATIVE. PITOT TUBE REPLACED AND SYSTEM CHECKED SERVICEABLE.									
3230		FOKKER F28MK1000				SNUBBER	OUT OF ADJUST LT MLG		11/21/93 CA931207016
(CAN) ON TAKEOFF, BOTH MAIN LANDING GEAR INDICATED UNSAFE. LANDING GEAR RECYCLED, LT MLG DOOR REMAINED OPEN AND OFF LOADING HYDRAULIC SYSTEM CONFIRMED DOOR OPEN. FUEL BURNED OFF FOR MAX LANDING WEIGHT. AIRCRAFT LANDED SAFELY.									
3233		FOKKER F28MK1000			103612001	BEARING GSDRG2573	CRACKED ACT ROD END	21524	11/3/93 CA931117207
(CAN) DURING INSPECTION OF LANDING GEAR, THE BEARING OF THE LT MLG ACTUATOR WAS FOUND CRACKED ON THE OUTER FLANGE. ACTUATOR WAS REPLACED. THERE ARE NO OTHER REPORTED FAILURES IN THE SDR DATA BASE. PART TC: 24,161.									
3243		FOKKER F28MK1000				BRAKE VALVE 724273	FAILED ALTERNATE BRAKE	13245	12/27/97 CA980113010
(CAN) ON LANDING, AIRCRAFT EXPERIENCED AN UNCOMMANDED APPLICATION OF BRAKES. AIRCRAFT CAME TO COMPLETE STOP ON RUNWAY. REQUIRED EXCESSIVE THRUST TO TAXI. ENGINES STOPPED AND MAINTENANCE CREW CALLED TO AIRCRAFT. ON ARRIVAL, BRAKES NO LONGER ENGAGED. AIRCRAFT TOWED. ALL FOUR WHEELS REPLACED AND ALTERNATE BRAKE CONTROL VALVE REPLACED DUE TO INTERNAL LEAK ALLOWED BYPASS TO ALTERNATE BRAKE PRESSURE. PART TC: 16,179.									
3244		FOKKER F28MK1000			GOODYEAR 40X14X16TL	TIRE 40X14X16TL	BURST NR 3 MAIN	12/20/97 437	CA980113019
(CAN) ON TAKEOFF, FLIGHT CREW NOTED A HIGH VIBRATION FROM LANDING GEAR. FLY-BY CARRIED OUT WITH GEAR DOWN AND CONFIRMED NR 3 MAIN WHEEL TIRE BLOWN. EXTENDED HOLD AND FUEL BURNT OFF, LANDED. FULL STOP ON RUNWAY, TOWER REPORTED SMOKE FROM LT MAIN LANDING GEAR AREA. PASSENGERS EVACUATED FROM AIRCRAFT. AIRCRAFT TOWED TO RAMP AREA. ONE-THIRD OF TREAD CAP MISSING. THREAD PLIES IN EXPOSED AREA BURNT THROUGH AT BURST AREA. FOUR INCH CUT IN SIDEWALL JUST ABOVE BEAD AREA THROUGH ALL PLIES. PART TC: 375.									
5240		FOKKER F28MK1000			A00830402	SHAFT FAIRING A843	BROKEN FLAP		10/7/93 CA931021201
(CAN) FLAP FAIRING DOOR FOUND ON RUNWAY AFTER AIRCRAFT LANDED. EXAMINATION OF DOOR FAIRING AND ATTACHING HARDWARE REVEALED DOOR FORWARD PIVOT SHAFT INDICATED EVIDENCE OF STRESS CRACKING. PRIOR TO SHEARING, FOKKER HAD ISSUED A SERVICE BULLETIN F28/57-63 IN MARCH 81 WHICH REPLACES THE ALUMINUM PIVOT SHAFT WITH A STEEL SHAFT. NEW FAIRING DOOR WAS INSTALLED. ACFT TT: 47,168 HOURS.									
7230		FOKKER F28MK1000	RROYCE SPEY55515			CONTROL LEVER	STIFF NR 2 ENG IGV'S		11/23/93 CA931207008
(CAN) ON TAKEOFF, NR 2 ENGINE DISPLAYED ABNORMAL THRUST ACCELERATION. THE TAKEOFF WAS ABORTED AND AIRCRAFT RETURNED TO RAMP. MAINTENANCE INVESTIGATION REVEALED THE NR 2 ENGINE INLET GUIDE VANE (IGV) CONTROL LEVER WAS VERY STIFF AND WAS THE CAUSE OF THE PROBLEM. ENGINE REMOVED FOR REPAIR.									
7230		FOKKER F28MK1000	RROYCE SPEY55515			BEARING JR17223	SPALLING LP COMPRESSOR	29659	11/4/93 CA931202003
(CAN) DURING FLIGHT IN CRUISE, NR 2 ENGINE EMITTED A RUMBLING SOUND AND APPEARED TO BE SURGING RAPIDLY. SELECTING NR 2 BLEED AIR OFF CAUSED NOTICEABLE IMPROVEMENT. AIRCRAFT CONTINUED ON SCHEDULED REQUIREMENTS. MAINTENANCE EVALUATION OF ENGINE DETERMINED INTERNAL VIBRATION OF COMPRESSOR. ENGINE REMOVED FOR REPAIR. TEAR DOWN REPORT FROM ROLLS ROYCE INDICATED THE LOW PRESSURE COMPRESSOR ROTOR DRIVE SHAFT THRUST BEARING WAS FAILING, RESULTING IN VIBRATION WHEN COMPRESSOR WAS FULLY LOADED. ENGINE IS UNDERGOING REPAIRS TO CORRECT THIS FAULT. PART TC: 34,108.									

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7230		FOKKER F28MK1000	RROYCE SPEY55515			BEARING	FAILED LP COMPRES ROTOR	17435	10/31/93 CA931207009
(CAN) NR 2 ENGINE SHOWED VIBRATION SINCE INSTALLATION AFTER REPAIR. ENGINE WAS OPERATED FOR 36 HOURS DURING WHICH TIME VARIOUS PROCEDURES WERE CARRIED OUT TO DETERMINE CAUSE. ALL PROCEDURES PROVED INEFFECTIVE AND ENGINE WAS REMOVED FROM AIRCRAFT. TEST RUN AT ROLLS ROYCE SHOWED VIBRATION WITHIN SERVICE LIMITS. ENGINE WAS TORN DOWN AND DISCOVERED LP COMPRESSOR ROTOR DRIVE SHAFT THRUST BEARING HAD FAILED. PART TC: 21,554.									
7230		FOKKER F28MK1000	RROYCE SPEY55515			BEARING YU11878	STIFF BLEED STRAP&IGV	29214	10/30/93 CA931112201
(CAN) ON POWER REDUCTION TO 80 PERCENT HP, NR 1 ENGINE HAD UNUSUAL VIBRATIONS AND TGT BEGAN TO RISE AT A RAPID RATE. WHEN TEMPERATURE REACHED 520 DEGREES, ENGINE WAS SHUTDOWN. MAINTENANCE INVESTIGATION REVEALED BOTH BLEED STRAP AND IGV BEARINGS STIFF. LUBRICATION PROCEDURE CARRIED OUT AND POWER RUNS COMPLETED. AIRCRAFT RETURNED TO SERVICE. PART TC: 18,648.									
2844		FRCHLD SA227DC		EDCLIFF 4901		TRANSDUCER 27191523	FAULTY FUEL INDICATION		3/18/96 AU960425
(AUS) FUEL PRESSURE TRANSDUCER FAULTY - RH BOOST PUMPS INDICATED LOW FUEL PRESSURE									
3250		FRCHLD SA227DC		SWRNGN 2782792001		STEERING SYSTEM 2782792001	MALFUNCTIONED ACFT STEERING SY		3/11/96 AU960424
(AUS) NOSE WHEEL STEERING FAILED TO RESPOND TO PILOTS INPUT WHEN SPEED LEVERS SET TO HIGH AND STEERING PARK BUTTON DEPRESSED - GREEN NWSANNUNCIATOR LIGHT STAYED ILLUMINATED AND NO INDICATION OF AMBER NWS FAIL LIGHT									
7250		GULSTM G159	RROYCE DART5298X			TURBINE BLADE	FAILED NR 1 ENGINE	20404 3495	10/7/97 CA971110008
*****	(CAN) DURING MAINTENANCE RUN-UP, THE NR 1 ENGINE VIBRATION BEGAN TO INCREASE. THE NR 1 ENGINE WAS SHUTDOWN. INSPECTION FOUND A HOLE IN THE LOWER TURBINE CASE, WHICH INDICATED A TURBINE BLADE, OR BLADES, HAD FAILED AND EXITED THROUGH THE CASE. THERE WAS NO AIRFRAME DAMAGE. THE ENGINE HAS BEEN REMOVED AND IS BEING SENT FOR INVESTIGATION AND REPAIR. PART TC: 21,407.								
3245		ISRAEL 1124			50028062	WHEEL 50028221	DAMAGED LG WHEEL/BRAKE S		2/25/96 287 AU960427
(AUS) MAIN LANDING GEAR WHEEL TYRE FILL VALVE THREAD STRIPPED - THE TYRE FILL GAUGE PN GP10-105-158 CAME OUT WITH THE WHEEL THREAD STILL IN THE THREAD ON THE FILL VALVE - SUSPECT INCORRECT FITMENT OF VALVE									
3246		ISRAEL 1124		LORAL 50028061		WHEEL 52821	CRACKED LH	243	11/29/93 CA931207004
(CAN) LEFT BRAKE GRABBING AFTER LANDING. ALL BRAKE DISCS DRIVE LUGS BROKEN AT WHEEL FLANGE. WHEEL MAY BE OF HIGH CYCLE COUNT AS IT WAS PURCHASED WITH USED AIRCRAFT. ALSO WHEEL IS AN OLDER DASH NUMBER, NO LONGER AVAILABLE. PART TC: 132.									
3233		LEAR 35LEAR				ACTUATOR	FAILED LT MLG		11/22/93 CA931129008
(CAN) ON APPROACH, GEAR SELECTED DOWN. ONLY NOSE AND RT MLG INDICATED DOWN. RED LIGHT INDICATED GEAR DOORS WERE NOT STOWED. GEAR CYCLED, SAME RESULT. EMERGENCY EXTENSION THE SAME. LANDING OK. ACTUATOR PISTON TRAVELING TOO FAR AND INTERFERRING WITH MICROSWITCHES, WHICH WOULD NOT RESPOND CORRECTLY.									
2510		LKHEED 1011385114				PANELS	MOISTURE FLT ENGINEER		12/24/97 CA980113012
(CAN) AIRCRAFT DELAYED DUE TO HIGH HUMIDITY IN F/E PANELS. HUMIDITY REMOVED, SYSTEMS SERVICED. AIRCRAFT FLOWN TO MAIN BASE FOR INVESTIGATION. AFTER AIRBORNE, EXCESSIVE HUMIDITY OCCURRED AGAIN. SEVERAL ENGINE INDICATORS FAILED; AURAL WARNING BECAME VERY WEAK, AIRCRAFT ESS BUS FAILED AND NR 1 OUTBOARD BOOST PUMP CIRCUIT BREAKER TRIPPED. EXCESSIVE AMOUNT OF WATER FOUND IN THE F.E.S.C. AND IN ALL AVIONIC COMPONENTS DUE TO BLOCKAGE OF COLD AIR PLENUM DRAINS. CLEARED ALL DRAINS, DRIED UP ALL F.E.S.C. AND AVIONIC COMPONENTS. RUNUP OK.									

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7830		LKHEED 1011385115	RROYCE RB21122B02			THRUST REVERSER	MALFUNCTION NR 2 ENGINE		10/26/97 CA971104011
(CAN) THRUST REVERSER LIGHT ON DURING CRUISE. AIRCRAFT DIVERTED. THRUST REVERSER HAS BEEN LOCKED AND AIRCRAFT HAS BEEN DISPATCHED AS PER MEL 78-31-33.									
2721		LKHEED 382G	ALLSN 501D22		3850181	ACTUATOR 8118A	INOPERATIVE RUDDER TRIM	4838	11/11/93 CA931117213
(CAN) ON CLIMB, THE RUDDER TRIM DEFLECTED TO THE RIGHT WITH NO INITIATED ACTION. TRIM RESET AND PROBLEM RECURRED. RUDDER TRIM CIRCUIT BREAKER PULLED AND SYSTEM RETURNED TO NORMAL. MAINTENANCE ACTION INVOLVED CHANGING TRIM ACTUATOR, NO FURTHER PROBLEMS. AIRCRAFT RETURNED TO SERVICE.									
2610		MTSBSI MU2B35				INSULATOR	MISSING BULKHEAD CONNECT	9128	6/25/97 CA970702001
(CAN) ON LANDING, THE LEFT ENGINE FIRE WARNING LIGHT ILLUMINATED. INVESTGATION FOUND NO FIRE BUT REVEALED A MISSING INSULATOR INSIDE THE BULKHEAD CONNECTOR. SUBMITTER BELIEVES IT PROBABLY FELL OUT DURING ENGINE INSTALLATION 34 HOURS EARLIER.									
7602		PIPER PA60600				CABLE 6000251	BROKEN MIXTURE	1710	6/13/97 CA970709004
(CAN) DURING INSPECTION, THE RIGHT HAND MIXTURE CONTROL CABLE WAS FOUND TO HAVE A BROKEN GUIDE TUBE JUST BEFORE THE ROD END AT THE FUEL INJECTOR. THE SWIVEL CRIMP HAD LET GO EXPOSING THE INNER CABLE AND ALLOWING IT TO COME OUT OF ITS GUIDE TUBE. CABLE REPLACED.									
3260		PIPER PA23250				CONNECTOR	DISCONNECTED GEAR SWITCH	5997	6/7/97 CA970612013
(CAN) AIRCRAFT WAS DESCENDING AND SELECTED GEAR, BUT DID NOT GET A DOWN AND LOCKED SIGNAL. VERIFICATION WAS CARRIED OUT FOR DOWN AND LOCKED AND AIRCRAFT LANDED. INSPECTION FOUND THE CONNECTOR WIRE BUNDLE DISCONNECTED. NO APPARENT REASON.									
7810		PIPER PA23250				EXHAUST STACK 3342002	BROKEN CONNECTOR	6971	6/11/97 CA970618022
(CAN) INSPECTION FOUND THE EXHAUST CROSSOVER PIPE BROKEN AT THE SHROUD. ALSO, THE ALTERNATE AIR SPRING DOOR MISSING. HINGE BROKEN. DOOR FOUND IN BOTTOM OF AIR BOX.									
3213		PIPER PA28140	LYC O320E2A			GEAR LEG 653194	CRACKED TORQUE LINK BOSS		10/22/93 CA931119601
(CAN) DURING INSPECTION BOTH MAIN GEAR LEGS FOUND CRACKED AT TORQUE LINK ATTACHMENT BOSS. SERVICE LETTER 760 REFERS.									
5730		PIPER PA28140	LYC O320E3D			PAN 6262	CRACKED WING WALK	8029	11/30/93 CA931207002
(CAN) WING WALK VERY SPONGY. PAN 62062-00, PART OF 62061-02 ASSY, CRACKED ALONG CORRUGATIONS. AIRCRAFT TT: 9,017 HOURS.									
5730		PIPER PA28140	LYC O320E3D		6206200	SKIN ASSY 62612	CRACKED WING WALK	4886	10/12/93 CA931029403
(CAN) WING WALK VERY SPONGY. PART 62061-02 CRACKED ALONG CORRUGATIONS. PART 62063-00 ALSO CRACKED.									
2510		PIPER PA31	LYC			SEAT SPRING 1933600	WEAK CAPTS SEAT	7210	7/19/97 CA970728020
(CAN) ON TAKEOFF ROLL, THE PILOT'S SEAT SLIPPED REARWARD. INVESTIGATION FOUND THE SPRINGS HOLDING THE LOCKING PINS INTO POSITION TO BE WEAK. SUBMITTER RECOMMENDS REGULAR INSPECTION.									
2730		PIPER PA31350				SPRING 71056002	BROKEN ELEV	5728	2/24/97 CA970306007
(CAN) ELEVATOR CONTROL DOWN SPRING DISCONNECTED AND BROKEN IN CENTER. REPLACED.									

***** DENOTES SIGNIFICANT OCCURRENCE

INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/26/98 To 5/2/98 ISSUE: 98-18 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5210		PIPER PA31				NUT CHANNEL 404835	DETACHED DOOR AFT CORNER	7130	6/6/97 CA970612012
(CAN) THE UPPER PORTION OF THE REAR DOOR OPENED IN FLIGHT AFTER STARTING DESCENT. THE DOORS WERE POSITIVELY CLOSED PRIOR TO START OF FLIGHT. INSPECTION FOUND THE NUT CHANNEL TO HAVE FALLEN OFF THE DOOR FRAME ALLOWING THE DOOR TO OPEN PART WAY. AIRCRAFT TT: 7,240 HOURS.									
5521		PIPER PA31350				SPARS 5423224	CRACKED ELEVATORS	8934	6/21/97 CA970709005
(CAN) COMPLETED SB 998 AND FOUND BOTH SPARS CRACKED. REPAIRS AND REPLACEMENTS COMPLETED.									
5521		PIPER PA31350				SPAR 5423224	CRACKED ELEVATORS	7604	6/20/97 CA970703001
(CAN) WHILE COMPLYING WITH PIPER SB 998, BOTH ELEVATOR SPARS WERE FOUND CRACKED. REPAIRS COMPLETED. AIRCRAFT TT: 7,498 HOURS.									
8120		PIPER PA31310	LYC TIO540A2C			TURBOCHARGER 466192	SEIZED NR 2 ENGINE	1156	11/12/93 CA931201201
(CAN) AFTER ROUTINE PREFLIGHT AND STARTUP - TAKEOFF WAS INITIATED. DURING TAKEOFF ROLL, THE AIRCRAFT BEGAN YAWING TO THE RIGHT. CAUSE, LOSS OF POWER, MANIFOLD PRESSURE. TAKEOFF ABORTED AND AIRCRAFT TAXIED BACK TO RAMP WITH NR 2 ENGINE SHUTDOWN. TURBOCHARGER SEIZED DUE TO BEARING FAILURE.									
8520		PIPER PA31350	LYC TIO540J2BD			CRANKCASE 2223	CRACKED RT SIDE	1233	8/6/93 CA931124007
(CAN) AFTER A 50-HOUR INSPECTION RUN-UP, AN OIL LEAK WAS OBSERVED FROM THE LT SIDE OF THE ENGINE. CLOSER INSPECTION FOUND A 4 INCH CRACK ON THE RT SIDE OF THE ENGINE CASE UNDER NR 3 CYLINDER PAD STARTING FROM OIL DRAIN LINE FITTING TO CRANKSHAFT. ENGINE REMOVED FOR REPAIR.									
7320		PIPER PA31T	PWA PT6A28	L		TUBE PY PRESS 311843	CRACKED ENG CONTROL	2335	10/8/93 CA931025301
(CAN) ENGINE REPORTED SLOW TO ACCELERATE AND LOW IDLE. PY TUBE CRACKED AT FLARE FITTING TO FCU.									
3222		PIPER PA34200				TRUNNION 9572300	BROKEN NLG LUG	5982	6/20/97 CA970702024
(CAN) APPROXIMATELY 1.5 INCH SECTION OF THE TRUNNION LUG ON THE RIGHT HAND SIDE BROKE OFF. THIS ALLOWED THE NOSE GEAR TO TRACK OUT OF POSITION BY APPROX 15 DEGREES.									
3230		PIPER PA34200			95713	LINK 786676	WORN NLG BUSHINGS	349	8/9/93 CA931025201
(CAN) NOSE LANDING GEAR COLLAPSED ON LANDING. THREE GREEN LIGHTS SHOWING. SEVERAL BUSHINGS EXCESSIVELY WORN. SIMILAR OCCURRENCE ONE YEAR PREVIOUSLY. PIVOT BOLTS, BUSHINGS HAD BEEN REPLACED THEN.									
2562		PIPER PA44180			ARTEX 1104	BATTERY PACK 4520130	SPLIT ELT CASE	540	8/13/97 CA970815011
(CAN) UPON REMOVAL FOR TRANSFER TO ANOTHER AIRCRAFT, THE SPLIT IN THE CASE AND THE LEAKING ELECRTOLYTE WAS FOUND. THE EXPIRATION WAS FEB/98 AND THE RECERTIFICATION WAS DEC/97, WELL WITHIN LIMITS.									
3233		SAAB 340B				ACTUATOR AIR86414	FAULTY NLG ACTUATOR		3/7/98 AU980261
(AUS) NOSE LANDING GEAR ACTUATOR RESTRICTOR BLOCKED BY UNKNOWN FOREIGN MATERIAL.									
6114		STBROS SD360	PWA PT6A65AR	HARTZL HCB5MP3		GUIDE LUG PIN 57A30672	WORN ROD LOW PITCH	11/1/97 767	CA971110001
(CAN) PILOT REPORTED NR 1 PROPELLER WOULD NOT COME OUT OF FEATHER. INVESTIGATION FOUND THE SNAP RING (P/N 79-1210056) OF THE LOW PITCH STOP ROD ADRIFT. FURTHER INVESTIGATION REVEALED THE GUIDE LUG PIN HAD CAME OFF ITS SEAT AND FORCED THE SNAP RING OFF. THE PROPELLER ASSEMBLY WAS REPLACED AND THE AIRCRAFT RETURNED TO SERVICE.									

***** DENOTES SIGNIFICANT OCCURRENCE

INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/26/98 To 5/2/98 ISSUE: 98-18 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
7210		STBROS SD360	PWA PT6A67R		310820701	BEARING	SEIZED TURBINE ENG. RED		3/26/96 AU960429
(AUS) LH ENGINE WAS SHUT DOWN AND FEATHERED FOR TRAINING PURPOSES - THE FEATHERED ENGINE CONTINUED TO ROTATE AT APPROXIMATELY 100RPM - INVESTIGATION FOUND THE MAIN OIL FILTER HEAVILY CONTAMINATED WITH METAL - CAUSED BY PLANET GEAR (PNO 3108207-01) BEARING AND STEEL SLEEVE SEIZING									
3244		SWRNGN SA226TC	GARRTT TPE33110UA		BFGOODRICH	TIRE TREAD 213351	SEPARATED LT MAIN NR 2	32	11/14/93 CA931124301
(CAN) ON TAKEOFF, A RAPPING SOUND HEARD WHICH STOPPED AT LIFT OFF. LANDING OK. LEFT MAIN TIRE HAD A TREAD SEPARATION, 3/4 OF CIRCUMFERENCE. TREAD HAD SEVERED THE BRAKE LINE AND JAMMED BETWEEN BRAKE CALIPER AND WHEEL. JAMMED TREAD WOULD NOT ALLOW WHEEL TO ROTATE. PART TC: 47.									
3260		SWRNGN SA226TC	GARRTT TPE33110UA			BULB	BURNT LDG GEAR		10/25/93 CA931122001
(CAN) NO GEAR DOWN INDICATION AND NO TEST. BOTH INDICATOR BULBS FOUND BURNED OUT.									
5610		SWRNGN SA226TC	GARRTT TPE33110UA		PPG	WINDSHIELD 26211266	CRACKED RT OUTER PANEL		11/6/93 CA931116301
(CAN) WHEN AIRCRAFT LEVELLED OFF IN CRUISE, PILOT NOTED AN AUDIBLE BANG AND SAW RT WINDSHIELD HAD A SINGULAR CRACK ON EXTERIOR PANE. AIRCRAFT TT: 23,665 HOURS.									
5620		SWRNGN SA226TC	GARRTT TPE33110UA			WINDOW 27221883	CRACKED NR 2 CABIN		11/22/93 CA931201013
(CAN) WHILE DOING AD 93-19-06, NR 2 CABIN OUTER WINDOW PANE FOUND CRACKED.									
7250		SWRNGN SA226TC	GARRTT TPE33110UA			TIE BOLT NUT 8650821	WRONG PART NR 2 TURB WHEEL	22175 6093	9/11/96 CA960923010
(CAN) ON MORNING WALK-AROUND, ENGINE WAS STIFF TO ROTATE. ENGINE REPLACED. ENGINE WAS DIS-ASSEMBLED BY FIELD REP AND FOUND THAT NR 2 TURBINE WHEEL TIE BOLT NUT WAS NOT THE ONE STATED IN THE LATEST SB (331-72-0592, 9/88). NUT P/N SHOULD HAVE BEEN 3108066-1 NOT 865082-1. PART TC: 31,937.									
7260		SWRNGN SA226TC	GARRTT TPE3313		GARRTT	GEARBOX 311876	BROKEN OIL LINE FITTING		10/6/93 CA931121403
(CAN) LEFT ENGINE OIL PRESSURE DROP IN-FLIGHT. OIL PRESSURE LIGHT ON WITH TORQUE FLUCTUATION. OIL TEMPERATURE NORMAL. ENGINE SHUTDOWN IN-FLIGHT. INSPECTION REVEALED GEARBOX FITTING FOR OIL LINE TO REAR TURBINE CAME LOOSE FROM GEARBOX. OIL PRESSURE LINE FITTING REPAIRED AND BULKHEAD FITTING REPLACED. LEAK CHECKED AND PERFORMANCE CHECKED SERVICEABLE.									
7322		SWRNGN SA226TC	GARRTT TPE33110UA		WOODWARD 89356118	DIAPHRAGM 139136	LEAKING RT ENG FCU	1037	11/5/93 CA931110301
(CAN) RIGHT ENGINE PRODUCED 1950 POUNDS TORQUE AT CRUISE, THERE WAS A SPLIT IN POWER LEVERS, AND RIGHT ENGINE HAD TO BE RETARDED. DIAPHRAGM IN FCU FOUND LEAKING. APPARENTLY, THIS IS AN ONGOING PROBLEM.									
5280		SWRNGN SA227AC				DOOR 2751041128	FOULING LT MAIN INBOARD		10/29/97 CA971104006
(CAN) ON MLG DOWN SELECTION, NLG AND RT GEAR OK. LT GEAR LIGHT NOT ON AND RED INTRANSIT LIGHT STAYED ON. APP ABORTED. OVERFLIGHT INDICATED GR DOORS OPEN AND LT GEAR PARTIALLY EXTENDED. EMERG. EXT FAILED. EMERG. RESET AND NORMAL CYCLE TRIED AGAIN WITH GOOD RESULT. A/C LANDED OK. WITH A/C ON JACKS DURING LDG DOWN CYCLES, MAINT FOUND BY APPLYING LIGHT PRESSURE TO GEAR TOWARD LEFT INBD DOOR, THEY COULD CAUSE NR 2 WHEEL TIRE TO SNAG ON DOOR, PREVENTING LDG GEAR FROM EXTENDING WITH FULL HYD PRESSURE OF 2000 PSI, DUE TO MECH MALFUNCTION BETWEEN HYD RAM AND GEAR, MECHANISM AT THIS POINT IN EXT CYC. CHECKS FOUND FREE PLAY AT CLEVIS, SWIVEL P/N27-55001-273, CLEVIS PIN.									
2750		ZLIN Z242L				BOLT 677ONL312014	BENT FLAP CONTROL	1451	9/2/97 CA970905001
(CAN) DISASSEMBLY OF THE FLAP CONTROL BELLCRANK AT THE 1,500 HR INSPECTION FOUND THE BOLT ATTACHING THE FLAP CONTROL CABLE TO THE BELLCRANK WAS BENT AT THE MIDWAY POINT. THE OTHER WING BELLCRANK BOLT WAS FOUND IN THE SAME CONDITION.									

***** DENOTES SIGNIFICANT OCCURRENCE

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
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(End of INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY)



U.S. Department
of Transportation
**Federal Aviation
Administration**

SERVICE DIFFICULTY REPORT SUMMARY

AIR CARRIER - INDEX



The following information provides a tally of the Service Difficulty Reports (SDR's) contained in this weeks issue of the Air Carrier SDR Summary. The totals represent only a summation of the SDR's that were submitted to the FAA, Aviation Data Systems Branch, AFS-620, and processed in time for inclusion in the Summary. In the first table, the SDR's are sorted by the operator designator code and are listed in alphabetical order. The second table sorts the SDR's by the aircraft make and model. The heading at the top of each table provides a two digit Joint Aircraft System/Component (JASC) code grouping (e.g., JASC codes 1100 thru 1800 are represented by the heading labeled 11-18) which categorizes in general, the problem areas for each reported discrepancy.

The Flight Standards Service Difficulty Program objective is to achieve prompt and appropriate correction of conditions adversely affecting continued airworthiness of aeronautical products. This is accomplished by the collection of Service Difficulty and Malfunction or Defect Reports. SDR's are consolidation and collation into common data base where they are analyzed for trends, problems, and alert information. This information is then disseminated to the appropriate segments of the aviation community and to other FAA offices.

The number of SDR's submitted is not an indicator of the mechanical reliability or fitness of an air carrier's aircraft fleet and should not be used as such. The air carriers certificate holding office has the primary responsibility for planning, programming evaluations, and assessing the performance of operators. Questions regarding an air carrier's fleet performance should be directed to the appropriate Flight Standards District Office, Certificate Management Office, or Certificate Management Unit.

AIR CARRIER SUMMARY INDEX BY OPERATOR**4/26/98 To 5/2/98 ISSUE: 98-18 ZAC-326**

OPERATOR DESIGNATOR	DISTRICT OFFICE	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
	AU S	0	2	3	0	0	0	1	0	6
	CA	0	63	72	1	45	6	60	15	262
	CE 05	0	0	0	0	0	0	0	1	1
	EA 03	0	1	0	0	0	0	0	0	1
	GL 03	0	0	0	0	0	19	0	0	19
	GL 23	0	0	0	0	0	0	1	0	1
	WP 03	0	0	1	0	0	0	0	0	1
AALA	SW 07	0	16	32	1	159	0	2	0	210
ABXA	GL 23	0	1	16	0	65	0	1	0	83
AJZA	WP 19	0	1	0	0	0	0	0	0	1
AKGR	CE 05	0	0	1	0	0	0	0	0	1
AMWA	CE 07	0	0	0	0	1	0	0	0	1
ASAA	NM 01	0	1	27	1	15	0	2	0	46
ASOA	SO 11	0	0	2	0	9	0	0	0	11
AWXA	WP 28	0	3	28	1	15	0	0	0	47
B4MR	GL 23	0	0	0	0	11	0	0	0	11
BUEA	GL 23	0	0	0	0	1	0	0	0	1
C2XA	SW 09	0	1	8	0	53	0	1	0	63
CALA	SW 09	0	1	11	0	67	0	2	0	81
CKSA	GL 23	0	3	6	0	3	0	2	0	14
COMA	SO 01	0	7	18	2	8	0	0	0	35
DALA	SO 27	0	15	33	0	88	0	4	0	140
DHLA	SO 01	0	2	5	0	61	0	4	0	72
EIAA	NM 09	0	0	1	0	0	0	1	0	2
EISA	SW 07	0	2	8	0	38	0	0	0	48
EOGA	SW 19	0	0	0	0	1	0	0	0	1

OPERATOR DESIGNATOR	DISTRICT OFFICE	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
EUJR	SW 05	0	0	0	0	3	0	0	0	3
EY2R	GL 03	0	0	0	0	0	1	0	0	1
F3LA	NM 03	0	2	0	0	0	0	0	0	2
FDEA	SO 25	0	4	7	0	22	0	4	1	38
FX7A	SO 19	0	1	0	0	0	0	0	0	1
FXLA	SO 19	0	0	1	0	1	0	0	0	2
GAIA	SW 07	0	2	0	0	31	0	1	0	34
GLBA	CE 01	0	1	1	0	0	0	0	0	2
GTIA	GL 23	0	5	17	0	0	0	0	0	22
GUUA	SO 19	0	1	5	0	3	0	0	0	9
HALA	WP 13	0	1	4	0	22	0	0	0	27
HEEA	SW 03	0	1	0	0	0	0	0	0	1
HYIA	NE 01	0	0	0	0	0	0	0	2	2
IH3R	WP 07	0	0	1	0	0	0	0	0	1
IPXA	SO 01	0	1	15	0	117	0	0	0	133
IXXA	GL 23	0	1	2	0	13	0	0	0	16
JBXA	SO 05	0	1	0	0	0	0	0	0	1
JJBA	EA 01	0	2	3	0	1	1	0	0	7
K3HA	EA 25	0	0	5	0	0	0	0	0	5
MALA	GL 15	0	10	64	0	1	0	4	0	79
MASA	SW 07	1	0	19	0	7	0	0	0	27
MWEA	GL 31	0	10	2	0	73	0	0	0	85
MZZA	WP 13	0	3	1	0	55	0	0	0	59
NOCA	EA 15	0	0	3	0	0	0	0	0	3
NVEA	SO 03	0	0	0	0	0	0	1	0	1
NWAA	GL 01	0	22	83	2	15	0	16	1	139
ORJA	WP 11	0	1	13	0	4	0	3	0	21

OPERATOR DESIGNATOR	DISTRICT OFFICE	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
OVEA	NE 05	0	0	0	0	0	0	0	1	1
P2EA	CE 05	0	0	1	0	11	0	0	0	12
P5CA	WP 23	0	2	4	0	125	0	14	1	146
P8NA	SO 19	0	0	0	0	1	0	0	0	1
PCAA	EA 13	0	1	26	0	1	0	0	0	28
PLGA	NE 05	0	2	5	0	0	1	1	0	9
PNSA	AL 03	0	1	0	0	0	0	0	0	1
QXEA	NM 09	0	3	18	0	91	0	0	0	112
RAAA	AL 03	0	0	2	0	1	0	0	0	3
RAIA	CE 03	0	7	17	0	1	1	7	0	33
REXA	SO 25	0	5	15	0	0	0	11	1	32
RF5R	NE 01	0	0	0	0	1	0	0	0	1
RIVA	SO 17	0	0	0	0	0	0	1	0	1
RRXA	WP 15	0	1	1	0	23	0	0	0	25
RYNA	CE 07	0	4	6	0	1	0	0	0	11
SABA	SO 33	0	2	0	0	0	0	2	0	4
SCNA	GL 15	0	3	0	0	0	0	1	0	4
SIMA	SW 21	0	0	8	0	0	0	0	0	8
SRAA	GL 23	0	0	1	0	0	0	0	0	1
SWAA	SW 07	0	10	8	0	93	0	1	0	112
SWIA	NM 07	0	0	0	0	4	0	0	0	4
TALA	SO 19	0	0	0	0	1	0	0	0	1
TAOA	EA 15	0	1	0	0	0	0	0	0	1
TC8A	GL 23	0	0	2	0	0	0	1	0	3
TSAA	WP 13	0	0	11	0	2	0	0	0	13
TWAA	CE 05	0	16	9	0	6	0	6	0	37
TWRA	EA 15	0	2	20	0	1	0	2	0	25

OPERATOR DESIGNATOR	DISTRICT OFFICE	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
UALA	WP 29	0	14	18	0	9	0	4	0	45
UF6A	GL 31	0	6	14	0	0	0	2	0	22
ULHF	SO 23	0	0	0	0	10	0	0	0	10
USAA	EA 19	0	10	49	1	105	0	4	3	172
VJ6A	SO 11	0	1	2	0	6	0	0	0	9
VJ6A	SO 15	0	1	1	0	5	0	0	0	7
VLLA	GL 05	0	0	0	0	0	0	1	0	1
VNAA	GL 07	0	2	2	0	1	1	0	0	6
VTZA	EA 27	0	12	16	0	5	3	10	0	46
W8PA	NM 03	0	1	5	0	75	0	0	0	81
WRLA	EA 27	0	0	0	0	0	0	1	0	1
WTAA	WP 17	0	3	12	1	1	2	2	0	21
WWMA	WP 15	0	2	1	0	0	0	0	0	3
ZIAA	GL 23	0	0	0	0	0	0	1	0	1
ZZDA	SO 11	0	0	1	0	0	0	0	0	1
ZZDA	SO 15	0	0	0	0	6	0	0	0	6
TOTALS		1	300	793	10	1594	35	182	26	2941

(End of AIR CARRIER SUMMARY INDEX by OPERATOR Report)

AIR CARRIER SUMMARY INDEX by MANUFACTURER MAKE and MODEL**4/26/98 To 5/2/98 ISSUE: 98-18 ZAC-326**

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
		0	2	1	0	0	0	8	0	11
AEROSP	ATR42300	0	1	4	0	6	0	4	0	15
AEROSP	ATR42320	0	0	2	0	0	0	0	0	2
AEROSP	ATR42500	0	0	4	0	6	0	0	0	10
AEROSP	ATR72202	0	1	3	0	0	0	1	0	5
AEROSP	ATR72212	0	0	7	0	8	0	0	0	15
AIRBUS	A300B42C	0	0	0	0	1	0	0	0	1
AIRBUS	A300B4605R	0	3	0	0	48	0	1	0	52
AIRBUS	A300F4605R	0	1	1	0	0	0	2	0	4
AIRBUS	A310*	0	1	0	0	1	0	0	0	2
AIRBUS	A310324	0	1	0	0	0	0	0	0	1
AIRBUS	A320211	0	5	4	0	1	0	4	0	14
AIRBUS	A320212	0	1	3	0	0	0	0	0	4
AIRBUS	A320231	0	2	7	0	0	0	0	0	9
AIRBUS	A320232	0	1	2	0	0	0	2	0	5
AIRTRC	AT301	0	0	0	0	0	0	2	0	2
AMD	FALCON20	0	0	1	0	0	0	0	0	1
AMD	FALCONE	0	0	0	0	3	0	0	0	3
AYRES	S2RNORMAL	0	0	0	0	0	0	0	1	1
BAC	AVRO146RJ85A	0	0	2	0	1	0	0	0	3
BAG	ATP	0	6	14	0	0	0	2	0	22
BAG	BAE146200A	0	5	0	0	3	0	2	0	10
BAG	JETSTM3101	0	2	13	0	0	5	11	1	32
BAG	JETSTM3201	0	8	13	0	4	1	9	0	35
BAG	JETSTM3212	0	0	1	0	3	0	0	0	4
BEECH	100BEECH	0	1	0	0	0	0	0	0	1
BEECH	1900	0	0	2	0	0	0	0	0	2

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
BEECH	1900C	0	1	5	0	3	1	1	0	11
BEECH	1900D	1	6	11	0	7	4	0	0	29
BEECH	200BEECH	0	2	2	0	0	0	1	0	5
BEECH	300BEECH	0	0	0	0	0	1	0	0	1
BEECH	400A	0	0	1	0	1	0	0	0	2
BEECH	65A90	0	1	0	0	4	0	0	0	5
BEECH	99	0	0	0	0	1	0	0	0	1
BEECH	99A	0	0	1	0	0	0	0	0	1
BEECH	A100	0	0	4	0	7	0	1	0	12
BEECH	B100	0	1	0	0	0	0	0	0	1
BEECH	B200C	0	0	1	0	0	0	0	0	1
BEECH	B90	0	0	0	0	1	0	0	0	1
BEECH	B99	0	2	0	0	0	0	0	0	2
BEECH	C99	0	1	0	0	0	0	0	0	1
BEECH	E55	0	0	1	0	0	0	0	0	1
BNORM	BN2A21	0	0	0	0	0	0	0	1	1
BNORM	BN2A26	0	0	0	0	0	0	0	1	1
BOEING	727171C	0	3	0	0	1	0	0	0	4
BOEING	727180C	0	0	0	0	2	0	0	0	2
BOEING	7271A7C	0	0	0	0	3	0	0	0	3
BOEING	727200	0	0	0	0	1	0	0	0	1
BOEING	72721	0	2	0	0	0	0	0	0	2
BOEING	727212	0	0	1	0	13	0	0	0	14
BOEING	72721C	0	0	0	0	1	0	0	0	1
BOEING	72722	0	0	0	0	1	0	0	0	1
BOEING	727221	0	0	3	0	16	0	0	0	19
BOEING	727222	0	4	8	0	2	0	0	0	14

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
BOEING	727223	0	3	3	0	38	0	0	0	44
BOEING	727224	0	0	0	0	20	0	0	0	20
BOEING	727225	0	1	6	0	3	0	0	0	10
BOEING	727227	0	1	5	0	10	0	0	0	16
BOEING	727228	0	0	1	0	0	0	0	0	1
BOEING	72722C	0	0	11	0	3	0	0	0	14
BOEING	727231	0	2	2	0	0	0	0	0	4
BOEING	727232	0	1	11	0	39	0	1	0	52
BOEING	727233	0	0	0	0	12	0	0	0	12
BOEING	727243	0	0	0	0	18	0	0	0	18
BOEING	727247	0	0	6	0	19	0	0	0	25
BOEING	72724C	0	0	1	0	0	0	0	0	1
BOEING	727251	0	1	3	0	0	0	3	0	7
BOEING	72725C	0	0	2	0	4	0	1	0	7
BOEING	727277	0	0	2	0	0	0	0	0	2
BOEING	72727C	0	0	1	0	0	0	0	0	1
BOEING	72729	0	0	0	0	2	0	0	0	2
BOEING	7272F9	0	3	0	0	21	0	0	0	24
BOEING	7272J0	0	0	0	0	0	0	1	0	1
BOEING	7272J4	0	0	0	0	0	0	1	0	1
BOEING	7272J7	0	0	0	0	10	0	0	0	10
BOEING	7272M7	0	1	3	0	7	0	0	0	11
BOEING	7272Q9	0	1	1	0	0	0	0	0	2
BOEING	7272S2F	0	1	0	0	0	0	0	1	2
BOEING	72730C	0	0	0	0	1	0	0	0	1
BOEING	72731	0	1	1	0	0	0	0	0	2
BOEING	72731C	0	0	0	0	1	0	0	0	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
BOEING	72751C	0	1	2	0	10	0	0	0	13
BOEING	72789	0	0	1	0	0	0	0	0	1
BOEING	72790C	0	0	0	0	0	0	1	0	1
BOEING	737200	0	0	1	0	0	0	0	0	1
BOEING	737201	0	0	3	0	50	0	2	0	55
BOEING	737217	0	0	1	0	0	0	0	0	1
BOEING	737222	0	1	0	0	3	0	0	0	4
BOEING	737230	0	0	2	0	0	0	0	0	2
BOEING	737232	0	1	1	0	6	0	0	0	8
BOEING	737242C	0	1	1	0	0	0	0	0	2
BOEING	737244	0	0	0	0	7	0	0	0	7
BOEING	737247	0	0	1	0	1	0	0	0	2
BOEING	73725A	0	0	4	0	0	0	0	0	4
BOEING	737275	0	1	1	0	3	0	0	0	5
BOEING	737275C	0	0	0	0	1	0	0	0	1
BOEING	737277	0	1	5	0	8	0	0	0	14
BOEING	737290C	0	0	5	0	0	0	0	0	5
BOEING	737297	0	0	4	0	1	0	0	0	5
BOEING	737298C	0	0	2	0	0	0	0	0	2
BOEING	7372A6	0	0	0	0	1	0	0	0	1
BOEING	7372B7	0	1	2	0	8	0	0	3	14
BOEING	7372E3	0	0	2	0	0	0	0	0	2
BOEING	7372H4	0	1	1	0	24	0	0	0	26
BOEING	7372Q9	0	0	0	0	1	0	0	0	1
BOEING	7372S5C	0	0	1	0	0	0	0	0	1
BOEING	7372T2	0	1	0	0	0	0	0	0	1
BOEING	7372T4	0	0	0	0	1	0	0	0	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
BOEING	7372U9	0	0	1	0	0	0	0	0	1
BOEING	7372X6C	0	0	1	0	0	0	0	0	1
BOEING	737301	0	3	5	1	30	0	0	0	39
BOEING	737317	0	0	0	0	5	0	0	0	5
BOEING	737322	0	4	2	0	0	0	1	0	7
BOEING	73733A	0	0	2	0	0	0	0	0	2
BOEING	737347	0	0	2	0	0	0	0	0	2
BOEING	7373B7	0	3	1	0	23	0	0	0	27
BOEING	7373G7	0	0	4	0	33	0	0	0	37
BOEING	7373H4	0	6	4	0	29	0	1	0	40
BOEING	7373L9	0	1	5	0	48	0	0	0	54
BOEING	7373Q8	0	1	1	0	1	0	0	0	3
BOEING	7373S3	0	0	1	0	0	0	0	0	1
BOEING	7373T0	0	0	4	0	3	0	0	0	7
BOEING	7373T5	0	0	0	0	5	0	0	0	5
BOEING	7373Y0	0	1	0	0	0	0	0	0	1
BOEING	737401	0	1	5	0	0	0	0	0	6
BOEING	7374B7	0	0	4	0	0	0	0	0	4
BOEING	7374Q8	0	0	4	0	8	0	3	0	15
BOEING	7374S3	0	0	3	0	0	0	0	0	3
BOEING	737522	0	2	0	0	0	0	0	0	2
BOEING	737524	0	0	1	0	0	0	0	0	1
BOEING	7375H4	0	1	2	0	0	0	0	0	3
BOEING	747121	0	1	4	0	0	0	0	0	5
BOEING	747122	0	0	1	0	47	0	1	1	50
BOEING	747123	0	1	3	0	0	0	0	0	4
BOEING	747124	0	0	2	0	64	0	11	0	77

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
BOEING	747131	0	1	2	0	1	0	0	0	4
BOEING	747132	0	1	0	0	1	0	2	0	4
BOEING	747133	0	0	0	0	2	0	0	0	2
BOEING	747136	0	1	4	0	0	0	0	0	5
BOEING	747151	0	0	0	0	0	0	1	0	1
BOEING	747212B	0	0	5	0	0	0	2	0	7
BOEING	747222B	0	0	1	0	0	0	0	0	1
BOEING	747233B	0	0	0	0	1	0	0	0	1
BOEING	747238B	0	0	3	0	3	0	0	0	6
BOEING	747246F	0	0	1	0	0	0	0	0	1
BOEING	747249F	0	0	0	0	9	0	1	0	10
BOEING	747251B	0	0	0	0	1	0	0	0	1
BOEING	747251F	0	0	0	0	2	0	1	0	3
BOEING	747257B	0	0	0	0	0	0	1	0	1
BOEING	747269B	0	1	1	0	0	0	0	0	2
BOEING	747282B	0	0	5	0	0	0	1	0	6
BOEING	747283B	0	0	0	0	1	0	0	0	1
BOEING	747422	0	1	0	0	0	0	0	0	1
BOEING	747451	0	0	1	0	0	0	0	0	1
BOEING	757222	0	1	4	0	2	0	0	0	7
BOEING	757223	0	1	7	0	0	0	1	0	9
BOEING	757224	0	0	0	0	1	0	0	0	1
BOEING	757225	0	0	3	0	10	0	1	0	14
BOEING	757232	0	1	3	0	4	0	0	0	8
BOEING	75723A	0	0	2	0	0	0	0	0	2
BOEING	75724APF	0	1	0	0	0	0	0	0	1
BOEING	757251	0	1	1	0	0	0	0	0	2

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
BOEING	75728A	0	0	3	0	0	0	0	0	3
BOEING	7572B7	0	0	5	0	0	0	0	0	5
BOEING	7572G7	0	0	2	0	0	0	0	0	2
BOEING	7572S7	0	0	2	0	1	0	0	0	3
BOEING	767201	0	0	0	0	1	0	0	0	1
BOEING	767222	0	1	0	0	0	0	0	0	1
BOEING	767223	0	1	1	0	5	0	0	0	7
BOEING	767231	0	3	0	0	0	0	3	0	6
BOEING	767232	0	0	1	0	3	0	0	0	4
BOEING	767233	0	0	0	1	1	0	0	0	2
BOEING	767322	0	0	1	0	1	0	0	0	2
BOEING	767323	0	1	4	0	1	0	0	0	6
BOEING	767332	0	4	1	0	2	0	1	0	8
BOEING	76734AF	0	0	1	0	0	0	0	0	1
BOEING	777222	0	0	0	0	2	0	0	0	2
BRAERO	HS7482A	0	1	0	0	1	0	0	0	2
CESSNA	172K	0	0	0	0	0	0	1	0	1
CESSNA	172M	0	2	0	0	0	0	0	0	2
CESSNA	180J	0	0	0	0	0	0	2	0	2
CESSNA	208B	0	0	0	0	1	0	0	0	1
CESSNA	402B	0	0	0	0	0	0	0	1	1
CESSNA	402C	0	0	0	0	0	0	0	2	2
CESSNA	560CESSNA	0	0	1	0	0	0	0	0	1
CESSNA	650	0	0	0	0	0	0	2	0	2
CESSNA	A185F	0	0	1	0	1	0	0	0	2
CESSNA	P206D	0	1	0	0	0	0	0	0	1
CESSNA	U206G	0	1	1	0	0	0	1	4	7

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
CNDAIR	CL6002B16	0	0	1	0	0	0	1	0	2
CNDAIR	CL6002B19	0	9	17	1	7	0	0	0	34
CVAC	340CVAC	0	1	2	0	0	0	1	0	4
CVAC	440	0	0	0	0	0	0	1	0	1
CVAC	PBY5A	0	0	0	0	1	0	0	0	1
DHAV	DHC2MK1	0	0	0	0	0	0	0	1	1
DHAV	DHC3	0	0	1	0	0	0	1	4	6
DHAV	DHC6200	0	0	0	0	1	0	0	0	1
DHAV	DHC6300	0	2	0	0	0	0	0	0	2
DHAV	DHC7102	0	0	0	0	0	0	1	0	1
DHAV	DHC8*	0	1	1	0	0	1	0	0	3
DHAV	DHC8101	0	1	0	0	0	0	0	0	1
DHAV	DHC8102	0	19	65	0	2	1	13	0	100
DHAV	DHC8202	0	0	11	0	2	0	0	0	13
DHAV	DHC8301	0	1	4	0	0	0	1	0	6
DHAV	DHC8311	0	0	3	0	0	3	2	0	8
DORNER	DO328100	0	2	2	0	2	1	0	0	7
DOUG	DC1010	0	5	1	0	75	0	1	0	82
DOUG	DC1010F	0	1	0	0	1	0	1	0	3
DOUG	DC1015	0	1	0	0	0	0	0	0	1
DOUG	DC1030	0	3	2	0	28	0	4	0	37
DOUG	DC1030F	0	1	1	0	0	0	0	0	2
DOUG	DC1040	0	1	2	0	0	0	4	0	7
DOUG	DC3C	0	0	0	0	0	0	1	0	1
DOUG	DC6A	0	0	0	0	1	0	0	1	2
DOUG	DC851	0	0	0	0	1	0	0	0	1
DOUG	DC855	0	0	1	0	0	0	0	0	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
DOUG	DC861	0	0	0	0	6	0	0	0	6
DOUG	DC862	0	1	3	0	17	0	0	0	21
DOUG	DC863	0	0	3	0	2	0	0	0	5
DOUG	DC863F	0	0	2	0	14	0	1	0	17
DOUG	DC871F	0	0	2	0	60	0	0	0	62
DOUG	DC873	0	0	1	0	0	0	0	0	1
DOUG	DC873F	0	2	3	0	126	0	4	0	135
DOUG	DC8F54	0	0	4	0	0	0	0	0	4
DOUG	DC8F55	0	1	0	0	0	0	3	0	4
DOUG	DC9	0	1	0	0	0	0	0	0	1
DOUG	DC914	0	2	2	0	8	0	0	0	12
DOUG	DC915	0	1	2	0	0	0	0	0	3
DOUG	DC915F	0	0	0	0	30	0	0	0	30
DOUG	DC931	0	13	54	0	25	0	1	0	93
DOUG	DC932	0	17	30	2	84	0	2	0	135
DOUG	DC933F	0	0	0	0	8	0	0	0	8
DOUG	DC934	0	0	2	0	0	0	0	0	2
DOUG	DC941	0	1	9	0	8	0	0	0	18
DOUG	DC951	0	7	20	0	23	0	3	0	53
DOUG	DC981	0	1	3	0	9	0	0	0	13
DOUG	DC982	0	8	28	1	18	0	1	1	57
DOUG	DC983	0	1	13	1	11	0	3	0	29
DOUG	DC987	0	1	1	0	0	0	0	0	2
DOUG	MD11	0	1	1	0	6	0	0	0	8
DOUG	MD11F	0	0	1	0	0	0	1	0	2
DOUG	MD88	0	7	2	0	8	0	2	0	19
DOUG	MD9030	0	0	1	0	2	0	0	0	3

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
EMB	EMB120ER	0	0	1	0	3	0	0	0	4
EMB	EMB120RT	0	3	13	2	45	0	0	0	63
EMB	EMB145	0	0	0	0	0	0	1	0	1
FOKKER	F28MK0100	0	4	13	0	5	0	1	0	23
FOKKER	F28MK1000	0	1	6	0	1	0	4	0	12
FOKKER	F28MK4000	0	3	15	1	90	0	0	0	109
FRCHLD	SA227DC	0	1	1	0	0	0	0	0	2
GULSTM	G1159B	0	0	0	0	1	0	0	0	1
GULSTM	G159	0	0	0	0	0	0	1	0	1
ISRAEL	1124	0	0	2	0	0	0	0	0	2
JETAIR	JETSTM4101	0	10	13	0	2	3	4	0	32
LEAR	25	0	0	0	0	0	0	1	0	1
LEAR	35LEAR	0	0	1	0	0	0	0	0	1
LKHEED	10113851	0	1	2	0	12	0	0	0	15
LKHEED	1011385114	0	1	0	0	0	0	0	0	1
LKHEED	1011385115	0	1	3	0	0	0	2	0	6
LKHEED	10113853	0	1	5	0	4	0	0	0	10
LKHEED	132923E	0	1	0	0	0	0	0	0	1
LKHEED	188C	0	0	1	0	1	0	0	0	2
LKHEED	382G	0	1	0	0	0	0	0	0	1
MTSBSI	MU2B35	0	1	0	0	0	0	0	0	1
PIPER	PA23250	0	0	1	0	0	0	1	0	2
PIPER	PA28140	0	0	1	0	2	0	0	0	3
PIPER	PA31	0	1	0	0	1	0	0	0	2
PIPER	PA31310	0	0	0	0	0	0	0	1	1
PIPER	PA31350	0	1	0	0	2	0	0	1	4
PIPER	PA31T	0	0	0	0	0	0	1	0	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
PIPER	PA34200	0	0	2	0	0	0	0	0	2
PIPER	PA44180	0	1	0	0	0	0	0	0	1
PIPER	PA60600	0	0	0	0	0	0	1	0	1
RAYTHN	HAWKER800XP	0	0	0	0	0	0	0	1	1
SAAB	340B	0	5	19	0	0	0	3	0	27
SAAB	SF340A	0	9	40	0	0	1	6	0	56
STBROS	SD360	0	1	0	0	0	2	1	0	4
SWRNGN	SA226AT	0	0	0	0	0	6	0	0	6
SWRNGN	SA226TC	0	0	2	0	2	0	3	0	7
SWRNGN	SA227AC	0	0	1	0	1	5	0	0	7
ZLIN	Z242L	0	1	0	0	0	0	0	0	1
TOTALS		1	300	793	10	1594	35	182	26	2941

(End of AIR CARRIER SUMMARY INDEX by OPERATOR Report)

THIS WEEKS PARTICIPANTS BY OPERATOR DESIGNATOR

4/26/98 To 5/2/98 ISSUE: 98-18 ZAC-326

<u>OPER. DESIG.</u>	<u>OPERATOR NAME</u>	<u>FAA DIST. OFF.</u>
AALA	AMERICAN AIRLINES INC	SW07
ABXA	ABX AIR INC	GL23
AKGR	EXECUTIVE BEECHCRAFT INC	CE05
AMWA	AIR MIDWEST INC	CE07
ASAA	ALASKA AIRLINES INC	NM01
ASOA	ATLANTIC SOUTHEAST AIRLINES INC	SO11
AWXA	AMERICA WEST AIRLINES INC	WP28
B4MR	AMERICAN INTERNATIONAL AIRWAYS INC	GL23
BUEA	AERODYNAMICS INC	GL23
C2XA	CONTINENTAL EXPRESS INC	SW09
CALA	CONTINENTAL AIRLINES INC	SW09
CKSA	AMERICAN INTERNATIONAL AIRWAYS INC	GL23
COMA	COMAIR INC	SO01
DALA	DELTA AIR LINES INC	SO27
DHLA	DHL AIRWAYS INC	SO01
EIAA	EVERGREEN INTERNATIONAL AIRLINES IN	NM09
EISA	EXPRESS ONE INTERNATIONAL INC	SW07
EOGA	EXEC EXPRESS II INC	SW19
EUJR	E U A AIR SUPPORT INC	SW05
EY2R	AIRCRAFT PROPELLER SERVICE INC	GL03
F3LA	FRONTIER AIRLINES INC	NM03
FDEA	FEDERAL EXPRESS CORP	SO25
FX7A	FALCON AIR EXPRESS	SO19
FXLA	FINE AIRLINES INC	SO19
GAIA	KITTY HAWK AIRCARGO INC	SW07
GLBA	GREAT LAKES AVIATION LTD	CE01
GTIA	SPIRIT AIRLINES INC	GL23
GUUA	GULFSTREAM INTERNATIONAL AIRLINES I	SO19
HALA	HAWAIIAN AIRLINES INC	WP13
IH3R	SABRETECH INC	WP07
IPXA	UNITED PARCEL SERVICE CO	SO01
IXXA	AIR TRANSPORT INTERNATIONAL LIMITED	GL23
JBXA	MIDWAY AIRLINES CORPORATION	SO05
JJBA	CHAMPLAIN ENTERPRISES INC	EA01
K3HA	KIWI INTERNATIONAL AIRLINES	EA25
MALA	MESABA AVIATION INC	GL15

<u>OPER. DESIG.</u>	<u>OPERATOR NAME</u>	<u>FAA DIST. OFF.</u>
MASA	MESA AIR GROUP INC	SW07
MWEA	MIDWEST EXPRESS AIRLINES INC	GL31
MZZA	CONTINENTAL MICRONESIA INC	WP13
NOCA	NORTH AMERICAN AIRLINES	EA15
NVEA	FLAGSHIP AIRLINES INC	SO03
NWAA	NORTHWEST AIRLINES INC	GL01
ORJA	RENO AIR INC	WP11
P2EA	VANGUARD AIRLINES INC	CE05
P5CA	POLAR AIR CARGO INC	WP23
P8NA	PAN AMERICAN WORLD AIRWAYS INC	SO19
PCAA	ALLEGHENY AIRLINES INC	EA13
PLGA	BUSINESS EXPRESS INC	NE05
PNSA	PENINSULA AIRWAYS INC	AL03
OXEA	HORIZON AIR INDUSTRIES INC	NM09
RAAA	REEVE ALEUTIAN AIRWAYS INC	AL03
RAIA	TRANS STATES AIRLINES INC	CE03
REXA	EXPRESS AIRLINES I INC	SO25
RF5R	RAYTHEON AIRCRAFT SERVICES INC	NE01
RIVA	CARNIVAL AIR LINES INC	SO17
RRXA	EMERY WORLDWIDE AIRLINES INC	WP15
RYNA	RYAN INTERNATIONAL AIRLINES INC	CE07
SABA	CCAIR INC	SO33
SCNA	SUN COUNTRY AIRLINES INC	GL15
SIMA	SIMMONS AIRLINES INC	SW21
SRAA	SOUTHERN AIR TRANSPORT INC	GL23
SWAA	SOUTHWEST AIRLINES CO	SW07
SWIA	SKYWEST AIRLINES INC	NM07
TALA	TRANS AIR LINK CORP	SO19
TAOA	SHUTTLE INC	EA15
TC8A	TRANS CONTINENTAL AIRLINES INC	GL23
TSAA	ALOHA AIRLINES INC	WP13
TWAA	TRANS WORLD AIRLINES INC	CE05
TWRA	TOWER AIR INC	EA15
UALA	UNITED AIR LINES INC	WP29
UF6A	UFS INC	GL31
ULHF	LAKER AIRWAYS BAHAMAS LTD	SO23
USAA	USAIR INC	EA19
VJ6A	VALUJET AIRLINES INC	SO11

<u>OPER. DESIG.</u>	<u>OPERATOR NAME</u>	<u>FAA DIST. OFF.</u>
VJ6A	VALUJET AIRLINES INC	SO15
VLLA	MIAMI VALLEY AVIATION INC	GL05
VNAA	PSA AIRLINES INC	GL07
VTZA	ATLANTIC COAST AIRLINES	EA27
W8PA	WESTERN PACIFIC AIRLINES INC	NM03
WRLA	WORLD AIRWAYS INC	EA27
WTAA	WESTAIR COMMUTER AIRLINES INC	WP17
WWMA	WINGS WEST AIRLINES INC	WP15
ZIAA	ZANTOP INTERNATIONAL AIRLINES INC	GL23
ZZDA	AIRTRAN AIRWAYS INC	SO11
ZZDA	AIRTRAN AIRWAYS INC	SO15

(End of THIS WEEKS PARTICIPANTS BY OPERATOR DESIGNATOR Report)

JOINT AIRCRAFT SYSTEM/COMPONENT CODE TABLE

PREFACE

The Joint Aircraft System/Component (JASC) Code Table is a modified version of the Air Transport Association of America (ATA), Specification 100 code. It was developed by the Federal Aviation Administration's (FAA), Aviation Data Systems Branch (AFS-620). Technical support was provided by the Galaxy Scientific Corporation, and various representatives of the air carrier and general aviation community.

Over the past four years, the JASC format of the ATA Spec 100 code has gained widespread industry acceptance. In a harmonized effort, the FAA's counterparts in Australia and Canada have adopted the JASC code with only a few exceptions. Some Canadian aircraft manufacturers have also recently adopted this new standard.

This code table is constructed by using the new JASC four (4) digit code, along with an abbreviated code title. The abbreviated titles have been modified in some cases to clarify the intended use of the accompanying code. This table can be used as a quick reference chart, to assist in the coding and review of aircraft structures or systems data (i.e., Service Difficulty Report (SDR), Accident/Incident Report).

The current coding scheme used in the JASC code was introduced in May 1991, for the technical classification of SDR's. Its predecessor, the FAA aircraft system/component code, was a similar but more complex eight-digit code which was developed over 25 years ago. It was constructed around the computer technology of that period. It consisted of a four digit numerical code plus a four alpha character code to make data retrieval possible. Since that time, computer technology has advanced many fold. Reducing the code from eight to four characters simplifies coding, and in some cases, makes JASC coding match the ATA Specification 100 first three digits, which are used to identify aircraft systems. The ATA code does not reference the fourth digit, so it is free to be used for identifying components.

The JASC code aircraft structural section has increased due to problems inherent with aging aircraft. As an example, FAA code 5301 SXBD was expanded to 20 items due to the high rate of reporting in this area (8021 structural reports were received in 1989). In some instances, there was very little reporting and codes were combined into other systems if the safety impact was not significant. The overall reduction in codes has been from 568 FAA codes to 488 JASC codes, with the significant increase being in the structural area as stated earlier.

The JASC code divides the engine section into two major code groups to separate the turbine and reciprocating engines. The codes for the turbine engines are in JASC Chapter 72, Turbine/Turboprop Engine. The codes for the reciprocating engines are now exclusively found in JASC Chapter 85, Reciprocating Engine.

The other major deviation from ATA Spec 100 is in ATA section 2730, specifically involves the stall warning system. Early technology (primarily on smaller aircraft) directly linked the sensing of flight attitude to one of the components which furnished the means of manually controlling the flight attitude characteristics (elevator). Today, most large transport category aircraft utilize electronic units to sense the change in the environmental condition called stall, and use the data to influence navigation. ATA section 3410, Flight Environment Data, includes high speed warning in its code definition. Stall warning (low speed) is the reciprocal term of high speed warning, so its filing under the same code appears more logical. Thus, with the JASC code it was decided to move the stall warning system to Chapter 34 under the separate code JASC code 3418, Stall Warning System.

The FAA is continuing to pursue worldwide involvement from operators and manufacturers in addressing the need for international standardization of aircraft system/component codes. The ultimate goal is to develop a universal aircraft/component numbering standard which can be used in the manufacturer's maintenance manual, wiring diagram manual, system manuals and illustrated parts catalog. This harmonized standard must be a usable standard for the aircraft manufacturers, air carrier operators and the general aviation community.

We welcome comments and feedback regarding the possible forming of working groups to achieve this long range consideration of possibly harmonizing the ATA Specification 100 code and the JASC code. Comments may be directed to the FAA, Aviation Data Sytem Branch, AFS-620, P.O. Box 25082, Oklahoma City, OK 73125.

JOINT AIRCRAFT SYSTEM/COMPONENT CODE TABLE

JASC/ TITLE

11 PLACARDS AND MARKINGS

1100 PLACARDS AND MARKINGS

12 SERVICING

1210 FUEL SERVICING
1220 OIL SERVICING
1230 HYDRAULIC FLUID SERVICING
1240 COOLANT SERVICING

18 HELICOPTER VIBRATION

1800 HELICOPTER VIB/NOISE ANALYSIS
1810 HELICOPTER VIBRATION ANALYSIS
1820 HELICOPTER NOISE ANALYSIS

21 AIR CONDITIONING

2100 AIR CONDITIONING SYSTEM
2110 CABIN COMPRESSOR SYSTEM
2120 AIR DISTRIBUTION SYSTEM
2121 AIR DISTRIBUTION FAN
2130 CABIN PRESSURE CONTROL SYSTEM
2131 CABIN PRESSURE CONTROLLER
2132 CABIN PRESSURE INDICATOR
2133 PRESSURE REGUL/OUTFLOW VALVE
2134 CABIN PRESSURE SENSOR
2140 HEATING SYSTEM
2150 CABIN COOLING SYSTEM
2160 CABIN TEMPERATURE CONTROL SYSTEM
2161 CABIN TEMPERATURE CONTROLLER
2162 CABIN TEMPERATURE INDICATOR
2163 CABIN TEMPERATURE SENSOR
2170 HUMIDITY CONTROL SYSTEM

22 AUTO FLIGHT

2200 AUTO FLIGHT SYSTEM
2210 AUTOPILOT SYSTEM
2211 AUTOPILOT COMPUTER
2212 ALTITUDE CONTROLLER
2213 FLIGHT CONTROLLER
2214 AUTOPILOT TRIM INDICATOR
2215 AUTOPILOT MAIN SERVO
2216 AUTOPILOT TRIM SERVO
2220 SPEED-ATTITUDE CORRECT. SYSTEM
2230 AUTO THROTTLE SYSTEM
2250 AERODYNAMIC LOAD ALLEVIATING

23 COMMUNICATIONS

2300 COMMUNICATIONS SYSTEM
2310 HF COMMUNICATION SYSTEM
2311 UHF COMMUNICATION SYSTEM
2312 VHF COMMUNICATION SYSTEM
2320 DATA TRANSMISSION AUTO CALL
2330 ENTERTAINMENT SYSTEM
2340 INTERPHONE & PA SYSTEM
2350 AUDIO INTEGRATING SYSTEM
2360 STATIC DISCHARGE SYSTEM
2370 AUDIO/VIDEO MONITORING

24 ELECTRICAL POWER

2400 ELECTRICAL POWER SYSTEM
2410 ALTERNATOR-GENERATOR DRIVE
2420 AC GENERATION SYSTEM
2421 AC GENERATOR-ALTERNATOR
2422 AC INVERTER
2423 PHASE ADAPTER

24 ELECTRICAL POWER CONT'D

2424 AC REGULATOR
2425 AC INDICATING SYSTEM
2430 DC GENERATING SYSTEM
2431 BATTERY OVERHEAT WARN. SYSTEM
2432 BATTERY/CHARGER SYSTEM
2433 DC RECTIFIER-CONVERTER
2434 DC GENERATOR-ALTERNATOR
2435 STARTER-GENERATOR
2436 DC REGULATOR
2437 DC INDICATING SYSTEM
2440 EXTERNAL POWER SYSTEM
2450 AC POWER DISTRIBUTION SYSTEM
2460 DC POWER/DISTRIBUTION SYSTEM

25 EQUIPMENT/FURNISHINGS

2500 CABIN EQUIPMENT/FURNISHINGS
2510 FLIGHT COMPARTMENT EQUIPMENT
2520 PASSENGER COMPARTMENT EQUIPMENT
2530 BUFFET/GALLEYS
2540 LAVATORIES
2550 CARGO COMPARTMENTS
2551 AGRICULTURAL SPRAY SYSTEM
2560 EMERGENCY EQUIPMENT
2561 LIFE JACKET
2562 EMERGENCY LOCATOR BEACON
2563 PARACHUTE
2564 LIFE RAFT
2565 ESCAPE SLIDE
2570 ACCESSORY COMPARTMENT
2571 BATTERY BOX STRUCTURE
2572 ELECTRONIC SHELF SECTION

26 FIRE PROTECTION

2600 FIRE PROTECTION SYSTEM
2610 DETECTION SYSTEM
2611 SMOKE DETECTION
2612 FIRE DETECTION
2613 OVERHEAT DETECTION
2620 EXTINGUISHING SYSTEM
2621 FIRE BOTTLE, FIXED
2622 FIRE BOTTLE, PORTABLE

27 FLIGHT CONTROLS

2700 FLIGHT CONTROL SYSTEM
2701 CONTROL COLUMN SECTION
2710AILERON CONTROL SYSTEM
2711AILERON TAB CONTROL SYSTEM
2720 RUDDER CONTROL SYSTEM
2721 RUDDER TAB CONTROL SYSTEM
2722 RUDDER ACTUATOR
2730 ELEVATOR CONTROL SYSTEM
2731 ELEVATOR TAB CONTROL SYSTEM
2740 STABILIZER CONTROL SYSTEM
2741 STABILIZER POSITION INDICATING
2742 STABILIZER ACTUATOR
2750 TE FLAP CONTROL SYSTEM
2751 TE FLAP POSITION IND. SYSTEM
2752 TE FLAP ACTUATOR
2760 DRAG CONTROL SYSTEM
2761 DRAG CONTROL ACTUATOR
2770 GUST LOCK/DAMPER SYSTEM
2780 LE FLAP CONTROL SYSTEM
2781 LE FLAP POSITION IND. SYSTEM
2782 LE FLAP ACTUATOR

28 FUEL

2800 AIRCRAFT FUEL SYSTEM
2810 FUEL STORAGE
2820 ACFT FUEL DISTRIB. SYSTEM
2821 ACFT FUEL FILTER/STRAINER
2822 FUEL BOOST PUMP
2823 FUEL SELECTOR/SHUTOFF VALVE
2824 FUEL TRANSFER VALVE
2830 FUEL DUMP SYSTEM
2840 ACFT FUEL INDICATING
2841 FUEL QUANTITY INDICATOR
2842 FUEL QUANTITY SENSOR
2843 FUEL TEMPERATURE INDICATING
2844 FUEL PRESSURE INDICATOR

29 HYDRAULIC POWER

2900 HYDRAULIC POWER SYSTEM
2910 HYDRAULIC, MAIN SYSTEM
2911 HYDRAULIC POWER-ACCUMULATOR-MAIN
2912 HYDRAULIC FILTER-MAIN SYSTEM
2913 HYDRAULIC PUMP. ELECT-ENG.-MAIN
2914 HYDRAULIC HANDPUMP-MAIN
2915 HYDRAULIC PRESSURE RELIEF VLV-MAIN
2916 HYDRAULIC RESERVOIR-MAIN
2917 HYDRAULIC PRESSURE REGULATOR-MAIN
2920 HYDRAULIC, AUXILIARY SYSTEM
2921 HYDRAULIC ACCUMULATOR-AUXILIARY
2922 HYDRAULIC FILTER-AUXILIARY
2923 HYDRAULIC PUMP-AUXILIARY
2925 HYDRAULIC PRESSURE RELIEF-AUXILIARY
2926 HYDRAULIC RESERVOIR-AUXILIARY
2927 HYDRAULIC PRESSURE REGULATOR-AUX.
2930 HYDRAULIC SYSTEM INDICATING
2931 HYDRAULIC PRESSURE INDICATOR
2932 HYDRAULIC PRESSURE SENSOR
2933 HYDRAULIC QUANTITY INDICATOR
2934 HYDRAULIC QUANTITY SENSOR

30 ICE AND RAIN PROTECTION

3000 ICE/RAIN PROTECTION SYSTEM
3010 AIRFOIL ANTI/DE-ICE SYSTEM
3020 AIR INTAKE ANTI/DE-ICE SYSTEM
3030 PITOT/STATIC ANTI-ICE SYSTEM
3040 WINDSHIELD/DOOR RAIN/ICE REMOVAL
3050 ANTENNA/RADOME ANTI-ICE/DE-ICE SYSTEM
3060 PROP/ROTOR ANTI-ICE/DE-ICE SYSTEM
3070 WATER LINE ANTI-ICE SYSTEM
3080 ICE DETECTION

31 INSTRUMENTS

3100 INDICATING/RECORDING SYSTEM
3110 INSTRUMENT PANEL
3120 INDEPENDENT INSTRUMENTS (CLOCK, ETC.)
3130 DATA RECORDERS (FLT/MAINT)
3140 CENTRAL COMPUTERS (EICAS)
3150 CENTRAL WARNING
3160 CENTRAL DISPLAY
3170 AUTOMATIC DATA

32 LANDING GEAR

3200 LANDING GEAR SYSTEM
3201 LANDING GEAR/WHEEL FAIRING
3210 MAIN LANDING GEAR
3211 MAIN LANDING GEAR ATTACH SECTION
3212 EMERGENCY FLOTATION SECTION
3213 MAIN LANDING GEAR STRUT/AXLE/TRUCK
3220 NOSE/TAIL LANDING GEAR
3221 NOSE/TAIL LANDING GEAR ATTACH SECTION
3222 NOSE/TAIL LANDING GEAR STRUT/AXLE
3230 LANDING GEAR RETRACT/EXT. SYSTEM
3231 LANDING GEAR DOOR RETRACT SECTION
3232 LANDING GEAR DOOR ACTUATOR
3233 LANDING GEAR ACTUATOR
3234 LANDING GEAR SELECTOR
3240 LANDING GEAR BRAKE SYSTEM
3241 BRAKE ANTI-SKID SECTION
3242 BRAKE
3243 MASTER CYL/BRAKE VALVE
3244 TIRE
3245 TIRE TUBE
3246 WHEEL/SKI/FLOAT
3250 LANDING GEAR STEERING SYSTEM
3251 STEERING UNIT
3252 SHIMMY DAMPER
3260 LANDING GEAR POSITION & WARNING
3270 AUXILIARY GEAR (TAIL SKID)

33 LIGHTS

3300 LIGHTING SYSTEM
3310 FLIGHT COMPARTMENT LIGHTING
3320 PASSENGER COMPARTMENT LIGHTING
3330 CARGO COMPARTMENT LIGHTING
3340 EXTERIOR LIGHTING
3350 EMERGENCY LIGHTING

34 NAVIGATION

3400 NAVIGATION SYSTEM
3410 FLIGHT ENVIRONMENT DATA
3411 PITOT/STATIC SYSTEM
3412 OUTSIDE AIR TEMP. IND./SENSOR
3413 RATE OF CLIMB INDICATOR
3414 AIRSPEED/MACH INDICATING
3415 HIGH SPEED WARNING
3416 ALTIMETER, BAROMETRIC/ENCODER

34 NAVIGATION CONT'D

3417 AIR DATA COMPUTER
3418 STALL WARNING SYSTEM
3420 ATTITUDE AND DIRECTION DATA SYSTEM
3421 ATTITUDE GYRO & IND. SYSTEM
3422 DIRECTIONAL GYRO & IND. SYSTEM
3423 MAGNETIC COMPASS
3424 TURN & BANK/RATE OF TURN INDICATOR
3425 INTEGRATED FLT. DIRECTOR SYSTEM
3430 LANDING & TAXI AIDS
3431 LOCALIZER/VOR SYSTEM
3432 GLIDE SLOPE SYSTEM
3433 MICROWAVE LANDING SYSTEM
3434 MARKER BEACON SYSTEM
3435 HEADS UP DISPLAY SYSTEM
3436 WIND SHEAR DETECTION SYSTEM
3440 INDEPENDENT POS. DETERMINING SYSTEM
3441 INERTIAL GUIDANCE SYSTEM
3442 WEATHER RADAR SYSTEM
3443 DOPPLER SYSTEM
3444 GROUND PROXIMITY SYSTEM
3445 AIR COLLISION AVOIDANCE SYSTEM (TCAS)
3446 NON RADAR WEATHER SYSTEM
3450 DEPENDENT POSITION DETERMINING SYSTEM
3451 DME/TACAN SYSTEM
3452 ATC TRANSPONDER SYSTEM
3453 LORAN SYSTEM
3454 VOR SYSTEM
3455 ADF SYSTEM
3456 OMEGA NAVIGATION SYSTEM
3457 GLOBAL POSITIONING SYSTEM
3460 FLIGHT MANAGE. COMPUTING SYSTEM

35 OXYGEN

3500 OXYGEN SYSTEM
3510 CREW OXYGEN SYSTEM
3520 PASSENGER OXYGEN SYSTEM
3530 PORTABLE OXYGEN SYSTEM

36 PNEUMATIC

3600 PNEUMATIC SYSTEM
3610 PNEUMATIC DISTRIBUTION SYSTEM
3620 PNEUMATIC INDICATING SYSTEM

37 VACUUM

3700 VACUUM SYSTEM
3710 VACUUM DISTRIBUTION SYSTEM
3720 VACUUM INDICATING SYSTEM

38 WATER/WASTE

3800 WATER & WASTE SYSTEM
3810 POTABLE WATER SYSTEM
3820 WASH WATER SYSTEM
3830 WASTE DISPOSAL SYSTEM
3840 AIR SUPPLY (WATER PRESS. SYSTEM)

45 CENTRAL MAINT. SYSTEM

4500 CENTRAL MAINT. COMPUTER

49 AIRBORNE AUXILIARY POWER

4900 AIRBORNE APU SYSTEM
4910 APU COWLING/CONTAINMENT
4920 APU CORE ENGINE
4930 APU ENGINE FUEL & CONTROL
4940 APU START/IGNITION SYSTEM
4950 APU BLEED AIR SYSTEM
4960 APU CONTROLS
4970 APU INDICATING SYSTEM
4980 APU EXHAUST SYSTEM
4990 APU OIL SYSTEM

51 STANDARD PRACTICES/STRUCTURES

5100 STANDARD PRACTICES/STRUCTURES
5101 AIRCRAFT STRUCTURES
5102 BALLOON REPORTS

52 DOORS

5200 DOORS
5210 PASSENGER/CREW DOORS
5220 EMERGENCY EXIT
5230 CARGO/BAGGAGE DOORS
5240 SERVICE DOORS
5241 GALLEY DOORS
5242 E/E COMPARTMENT DOORS
5243 HYDRAULIC COMPARTMENT DOORS
5244 ACCESSORY COMPARTMENT DOORS
5245 AIR CONDITIONING COMPART. DOORS
5246 FLUID SERVICE DOORS

5247 APU DOORS
5248 TAIL CONE DOORS
5250 FIXED INNER DOORS
5260 ENTRANCE STAIRS
5270 DOOR WARNING SYSTEM
5280 LANDING GEAR DOORS

53 FUSELAGE

5300 FUSELAGE STRUCTURE (GENERAL)
5301 AERIAL TOW EQUIPMENT
5302 ROTORCRAFT TAIL BOOM
5310 FUSELAGE MAIN STRUCTURE
5311 FUSELAGE MAIN FRAME
5312 FUSELAGE MAIN BULKHEAD
5313 FUSELAGE MAIN LONGERON/STRINGER
5314 FUSELAGE MAIN KEEL
5315 FUSELAGE MAIN FLOOR BEAM
5320 FUSELAGE MISCELLANEOUS STRUCTURE
5321 FUSELAGE FLOOR PANEL
5322 FUSELAGE INTERNAL MOUNT STRUCTURE
5323 FUSELAGE INTERNAL STAIRS
5324 FUSELAGE FIXED PARTITIONS
5330 FUSELAGE MAIN PLATE/SKIN
5340 FUSELAGE MAIN ATTACH FITTINGS
5341 WING ATTACH FITTINGS (ON FUSELAGE)
5342 STABILIZER ATTACH FITTINGS
5343 LANDING GEAR ATTACH FITTINGS
5344 FUSELAGE DOOR HINGES
5345 FUSELAGE EQUIPMENT ATTACH FITTINGS
5346 POWERPLANT ATTACH FITTINGS
5347 SEAT/CARGO ATTACH FITTINGS
5350 FUSELAGE AERODYNAMIC FAIRINGS

54 NACELLES/PYLONS

5400 NACELLE/PYLON STRUCTURE
5410 MAIN FRAME (ON NACELLE/PYLON)
5411 FRAME/SPAR/RIB(NACELLE/PYLON)
5412 BULKHEAD/FIREWALL (NAC/PYLON)
5413 LONGERON/STRINGER (NAC/PYLON)
5414 PLATE SKIN (NAC/PYLONS)
5415 ATTACH FITTINGS (NAC/PYLON)

55 STABILIZERS

5500 EMPENNAGE STRUCTURE
5510 HORIZONTAL STABILIZER STRUCTURE
5511 HORIZONTAL STABILIZER SPAR/RIB
5512 HORIZONTAL STABILIZER PLATE/SKIN
5513 HORIZONTAL STABILIZER TAB STRUCTURE
5520 ELEVATOR STRUCTURE

55 STABILIZERS CONT'D

5521 ELEVATOR SPAR/RIB STRUCTURE
5522 ELEVATOR PLATES/SKIN STRUCTURE
5523 ELEVATOR TAB STRUCTURE
5530 VERTICAL STABILIZER STRUCTURE
5531 VERTICAL STABILIZER SPAR/RIB STRUCTURE
5532 VERTICAL STABILIZER PLATES/SKIN
5533 VENTRAL STRUCTURE (ON VERT. STAB)
5540 RUDDER STRUCTURE
5541 RUDDER SPAR/RIB STRUCTURE
5542 RUDDER PLATE/SKIN STRUCTURE
5543 RUDDER TAB STRUCTURE
5550 EMPENNAGE FLT. CONT. ATTACH FITTING
5551 HORIZONTAL STABILIZER ATTACH FITTING
5552 ELEVATOR/TAB ATTACH FITTINGS
5553 VERT. STAB. ATTACH FITTINGS
5554 RUDDER/TAB ATTACH FITTINGS

56 WINDOWS

5600 WINDOW/WINDSHIELD SYSTEM
5610 FLIGHT COMPARTMENT WINDOWS
5620 PASSENGER COMPARTMENT WINDOWS
5630 DOOR WINDOWS
5640 INSPECTION WINDOWS

57 WINGS

5700 WING STRUCTURE
5710 WING MAIN FRAME STRUCTURE
5711 WING SPAR STRUCTURE
5712 WING RIB STRUCTURE
5713 WING LONGERON/STRINGER
5714 WING CENTER BOX
5720 WING MISCELLANEOUS STRUCTURE
5730 WING PLATES/SKINS
5740 WING ATTACH FITTINGS
5741 WING, FUSELAGE ATTACH FITTINGS
5742 WING, NAC/PYLON ATTACH FITTINGS
5743 WING, LANDING GEAR ATTACH FITTINGS
5744 CONTROL SURFACE ATTACH FITTINGS
5750 WING CONTROL SURFACE STRUCTURE
5751 AILERON STRUCTURE
5752 AILERON TAB STRUCTURE
5753 TE FLAP STRUCTURE
5754 LEADING EDGE DEVICE STRUCTURE
5755 SPOILER STRUCTURE

61 PROPELLERS/PROPULSORS

6100 PROPELLER SYSTEM
6110 PROPELLER ASSEMBLY
6111 PROPELLER BLADE SECTION
6112 PROPELLER DE-ICE BOOT SECTION
6113 PROPELLER SPINNER SECTION
6114 PROPELLER HUB SECTION
6120 PROPELLER CONTROL SYSTEM
6121 PROPELLER SYNCHRONIZER SECTION
6122 PROPELLER GOVERNOR
6123 PROPELLER FEATHERING/REVERSING
6130 PROPELLER BRAKING
6140 PROPELLER INDICATING SYSTEM

62 MAIN ROTOR

6200 MAIN ROTOR SYSTEM
6210 MAIN ROTOR BLADES
6220 MAIN ROTOR HEAD
6230 MAIN ROTOR MAST/SWASHPLATE
6240 MAIN ROTOR INDICATING SYSTEM

63 MAIN ROTOR DRIVE

6300 MAIN ROTOR DRIVE SYSTEM
6310 ENGINE/TRANSMISSION COUPLING
6320 MAIN ROTOR GEARBOX
6321 MAIN ROTOR BRAKE
6322 ROTORCRAFT COOLING FAN SYSTEM
6330 MAIN ROTOR TRANSMISSION MOUNT
6340 ROTOR DRIVE INDICATING SYSTEM

64 TAIL ROTOR

6400 TAIL ROTOR SYSTEM
6410 TAIL ROTOR BLADE
6420 TAIL ROTOR HEAD
6440 TAIL ROTOR INDICATING SYSTEM

65 TAIL ROTOR DRIVE

6500 TAIL ROTOR DRIVE SYSTEM
6510 TAIL ROTOR DRIVE SHAFT
6520 TAIL ROTOR GEARBOX
6540 TAIL ROTOR DRIVE INDICATING SYSTEM

67 ROTORS FLIGHT CONTROL

6700 ROTORCRAFT FLIGHT CONTROL
6710 MAIN ROTOR CONTROL
6711 TILT ROTOR FLIGHT CONTROL
6720 TAIL ROTOR CONTROL SYSTEM
6730 ROTORCRAFT SERVO SYSTEM

71 POWERPLANT

7100 POWERPLANT SYSTEM
7110 ENGINE COWLING SYSTEM
7111 COWL FLAP SYSTEM
7112 ENGINE AIR BAFFLE SECTION
7120 ENGINE MOUNT SECTION
7130 ENGINE FIRESEALS
7160 ENGINE AIR INTAKE SYSTEM
7170 ENGINE DRAINS

72 TURBINE/TURBOPROP ENGINE

7200 ENGINE (TURBINE/TURBOPROP)
7210 TURBINE ENGINE REDUCTION GEAR
7220 TURBINE ENGINE AIR INLET SECTION
7230 TURBINE ENGINE COMPRESSOR SECTION
7240 TURBINE ENGINE COMBUSTION SECTION
7250 TURBINE SECTION
7260 TURBINE ENGINE ACCESSORY DRIVE
7261 TURBINE ENGINE OIL SYSTEM
7270 TURBINE ENGINE BYPASS SECTION

73 ENGINE FUEL & CONTROL

7300 ENGINE FUEL & CONTROL
7310 ENGINE FUEL DISTRIBUTION
7311 ENGINE FUEL-OIL COOLER
7312 FUEL HEATER
7313 FUEL INJECTOR NOZZLE
7314 ENGINE FUEL PUMP
7320 FUEL CONTROLLING SYSTEM
7321 FUEL CONTROL/ELECTRONIC
7322 FUEL CONTROL/CARBURETOR
7323 TURBINE GOVERNOR
7324 FUEL DIVIDER
7330 ENGINE FUEL INDICATING SYSTEM
7331 FUEL FLOW INDICATING
7332 FUEL PRESSURE INDICATING
7333 FUEL FLOW SENSOR
7334 FUEL PRESSURE SENSOR

74 IGNITION

7400 IGNITION SYSTEM
7410 IGNITION POWER SUPPLY
7411 LOW TENSION COIL
7412 EXCITER
7413 INDUCTION VIBRATOR
7414 MAGNETO/DISTRIBUTOR
7420 IGNITION HARNESS (DISTRIBUTION)
7421 SPARK PLUG/IGNITER
7430 IGNITION SWITCHING

75 AIR

7500 ENGINE BLEED AIR SYSTEM
7510 ENGINE ANTI-ICING SYSTEM
7520 ENGINE COOLING SYSTEM
7530 COMPRESSOR BLEED CONTROL
7531 COMPRESSOR BLEED GOVERNOR
7532 COMPRESSOR BLEED VALVE
7540 BLEED AIR INDICATING SYSTEM

76 ENGINE CONTROLS

7600 ENGINE CONTROLS
7601 ENGINE SYNCHRONIZING
7602 MIXTURE CONTROL
7603 POWER LEVER
7620 ENGINE EMERGENCY SHUTDOWN SYSTEM

77 ENGINE INDICATING

7700 ENGINE INDICATING SYSTEM
7710 POWER INDICATING SYSTEM
7711 ENGINE PRESSURE RATIO (EPR)
7712 ENGINE BMEP/TORQUE INDICATING
7713 MANIFOLD PRESSURE (MP) INDICATING
7714 ENGINE RPM INDICATING SYSTEM
7720 ENGINE TEMP. INDICATING SYSTEM
7721 CYLINDER HEAD TEMP (CHT) INDICATING
7722 ENG. EGT/TIT INDICATING SYSTEM
7730 ENGINE IGNITION ANALYZER SYSTEM
7731 ENGINE IGNITION ANALYZER
7732 ENGINE VIBRATION ANALYZER
7740 ENGINE INTEGRATED INSTRUMENT SYSTEM

78 ENGINE EXHAUST

7800 ENGINE EXHAUST SYSTEM
7810 ENGINE COLLECTOR/TAILOPIPE/NOZZLE
7820 ENGINE NOISE SUPPRESSOR
7830 THRUST REVERSER

79 ENGINE OIL

7900 ENGINE OIL SYSTEM (AIRFRAME)
7910 ENGINE OIL STORAGE (AIRFRAME)
7920 ENGINE OIL DISTRIBUTION (AIRFRAME)
7921 ENGINE OIL COOLER
7922 ENGINE OIL TEMP. REGULATOR
7923 OIL SHUTOFF VALVE
7930 ENGINE OIL INDICATING SYSTEM
7931 ENGINE OIL PRESSURE
7932 ENGINE OIL QUANTITY
7933 ENGINE OIL TEMPERATURE

80 STARTING

8000 ENGINE STARTING SYSTEM
8010 ENGINE CRANKING
8011 ENGINE STARTER
8012 ENGINE START VALVES/CONTROLS

81 TURBOCHARGING

8100 EXHAUST TURBINE SYSTEM (RECIP)
8110 POWER RECOVERY TURBINE (RECIP)
8120 EXHAUST TURBOCHARGER

82 WATER INJECTION

8200 WATER INJECTION SYSTEM

83 ACCESSORY GEARBOXES

8300 ACCESSORY GEARBOXES

85 RECIPROCATING ENGINE

8500 ENGINE (RECIPROCATING)
8510 RECIPROCATING ENGINE FRONT SECTION
8520 RECIPROCATING ENGINE POWER SECTION

8530 RECIPROCATING ENGINE CYLINDER SECTION
8540 RECIPROCATING ENGINE REAR SECTION
8550 RECIPROCATING ENGINE OIL SYSTEM

MECHANICS CREED

UPON MY HONOR I swear that I shall hold in sacred trust the rights and privileges conferred upon me as a certified mechanic. Knowing full well that the safety and lives of others are dependent upon my skill and judgment, I shall never knowingly subject others to risks which I would not be willing to assume for myself, or for those dear to me.

IN DISCHARGING this trust, I pledge myself never to undertake work or approve work which I feel to be beyond the limits of my knowledge; nor shall I allow any non-certificated superior to persuade me to approve aircraft or equipment as airworthy against my better judgment; nor shall I permit my judgment to be influenced by money or other personal gain; nor shall I pass as airworthy aircraft or equipment about which I am in doubt, either as a result of direct inspection or uncertainty regarding the ability of others who have worked on it to accomplish their work satisfactorily.

I REALIZE the grave responsibility which is mine as a certified airman, to exercise my judgment on the airworthiness of aircraft and equipment. I, therefore, pledge unyielding adherence to these precepts for the advancement of aviation and for the dignity of my vocation.